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Hongkong Sunday Herald

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Vol. VIII. No. 379. 號一卅月五 年亥癸癸卯任亥癸 HONG KONG, SUNDAY, MAY 31, 1931. 日五十月四年未辛次歲 年十二國民華中 Price, 10 Cents Per Copy.

THE CHOICE OF THE CONNOISSEUR!

SCOTCH WHISKY which seems
to have Captured the sunshine
of the barley. . . the tang
of the peat smoke. . . the
mellowness of great age. . .
WHISKY with a fragrant
bouquet, a gracious mellow-
ness, and a genial flavour that
warms the heart—such is
DEWAR'S, a rare old
Scotch WHISKY.

DEWAR'S "WHITE LABEL"

aged in the wood and bottled
in Scotland, the unvarying
quality of Dewar's leaves
nothing to be desired.

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Makers of the
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Dallmeyer Lenses are
made for all photographic
and cinematographic
cameras.

Write for illustrated
literature.

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J. H. DALLMEYER LIMITED,
Church End Works,
High Road,
Williden,
London, N.W.10.

SURVEYING THE SEAS. Making Soundings by Echo.

The whole maritime world lies
under a deep obligation to genera-
tions of British Naval officers who,
often under great hardships, and
always out of the limelight, have
enriched the world with great folios
of charts which combine the highest
product of technical skill and
mathematical precision with the
love of beauty of the true artist.
(says the London Morning Post).

Many a landman must have
marvelled at the myriads of "sound-
ings" that cover the canvas. Each
"sounding" has in the past, involved
a great labour in lowering and rais-
ing a lead-line to depths varying
from 1 fathom to 5 miles.

The evidences for the little letters
recorded beside the soundings—
for a sand, m for mud and many
others—have been drawn from the
depths on soap contained in a re-
ceptacle in the bottom of the lead.
Each sounding has been "fixed" by
observations of the heavenly bodies
and is generally accurate within a
few hundred yards of its exact po-
sition in space.

To Langevin, the French inven-
tor, marine surveyors owe a great
debt. No longer need the lead line
be raised and lowered by hand or
mechanically by Lord Kelvin's deep
sea sounding machine. Soundings
can now be accurately obtained by
echo off the bottom, the echo being
mechanically timed and converted
into soundings.

The delicacy of the instrument
can be appreciated when it is real-
ized that the time needed for the
receipt of an echo in three fathoms
is a hundred-and-forty-fourth part of
a second, the speed of sound in water
being 5,000 feet a second.

Apart from the great folios of
charts the Royal Navy has been
largely responsible for a library of
books, including "Sailing Direc-
tions" and "Light Lists," for the
whole world.

Romance, combined always with
accuracy fills their pages, and a
"China Sea Pilot," the "West
Indies Pilot," and scores
of pen others, contain pictures
of strange and unvisited lands.

Foreign maritime nations con-
tribute systematically to these pub-
lications; and now, of course, carry
out their own national surveys. The
art of survey knows no frontiers.

The hours of daylight, not an
"eight-hour day," regulate the work
of surveyors. In the Autumn the
surveying ships return to their
home ports and the laboriously col-
lected facts of the Summer are dur-
ing the Winter made available to
the navigators of the world.

Admiral Douglas, the Hydro-
grapher of the Navy, is at the head
of the surveying service, and 65
officers work under his direction.

MAN WITH A GOOD WIFE. The Better Half Of His Qualifications.

Three hundred and eighty-
eight men applied for a job as
caretaker of some new flats at
Lower Sydenham.

They were narrowed down to
13 by the Housing Committee
of Lewisham Council—12
Lewisham men and one Deptford
man.

And finally, that committee of
Lewisham Councillors chose the
Deptford man.

"Why?" "It is a scandal!"
"An amazing selection, when so
many of our own men in
Lewisham are out of work! A
lot of angry exclamations like
these were made when the Coun-
cil met and discussed the com-
mittee's decision.

Then Mr. E. Shipman, the
chairman of the committee, ex-
plained.

"Although we talk of appoint-
ing a caretaker," he said, "it is
the caretaker's wife who will
play a very important part in the
work, so that when we had an ap-
plicant before us we had the
man's wife with him.

"We felt that we had got the
best man and the best woman."
"But the council instructed the
committee to think it over fur-
ther.

NASTY TEMPER. Unfortunate "Boy" Run Down. TO PAY COMPENSATION.

A shop foki appeared before
Mr. Schofield on Saturday morn-
ing, charged with having assault-
ed a youth employed as "boy" at
the Detectives' Quarters at No. 7
Police Station. Defendant plead-
ed guilty.

According to Detective-
Sergeant Kinnear, the complain-
ant was walking along Queen's
Road West at about 7
o'clock on Friday night,
when the defendant sud-
denly ran into him from the op-
posite direction. Complainant
fell down, and as he was getting
up, the defendant, without any
provocation, struck the youth a
hard blow in the face with his
fist, causing a nasty cut. A de-
tective who was in the vicinity at
the time witnessed the assault.

Mr. Schofield, looking at the
complainant remarked: "Judg-
ing from the size of the bandage
it looks as if he has lost his
eye."

Defendant was fined \$20, and
ordered to pay \$5 as compensa-
tion to the complainant.

IN JOCLAR MOOD. "Knocking Lumps Off One Another."

A GAMBLING DEBT.

"They were actually fighting
at the time, knocking lumps off
one another," remarked Inspec-
tor W. R. McWalter in the Cen-
tral Police Court on Saturday
morning, when a fish-monger
and a shoe-maker were charged
before Mr. Schofield with fight-
ing in West Point.

Defendants stated that they
were in jocular mood and were
not really fighting, but just
"playing."

Inspector McWalter said that
the fight was over a gambling
debt. "They could not very well
pay their debts, because none of
them had any money," he added.
Mr. Schofield decided to bind
both defendants over in a bond of
\$25 each to keep the peace for a
period of six months.

HONG KONG SCOUTS. Deep Interest in Local Movement. ANNUAL INSPECTION.

"Scouting is a game and not a
science, and I fully expect that
you all know that a game worth
playing is worth while playing
well," declared the Chief Scout
of Hong Kong (H.E. Sir William
Peel, K.C.M.G., K.B.E.) in ad-
dressing the local Boy Scouts
and Wolf Cubs' Associations
after he had inspected the parade
in the grounds of Government
House yesterday afternoon. His
Excellency laid stress on the im-
portance of the movement, and
stated that its inception was a
genius.

On arrival of the Chief Scout,
who was accompanied by Capt.
Coltman, A.D.C., the Wolf Cubs
gave their grand howl, whilst
the Scouts stood at the alert.
After the inspection, His Excel-
lency presented H.R.H. the Prince
of Wales' Banner to the winners
of the competition—the 13th
Hong Kong Group.

A Letter of Commendation
from the Chief Scout of the
World (Lord Baden-Powell), was
next presented to Scout Joseph
Geeks, of the Murray Group.

Interest Evincing.

Addressing the gathering later,
the Chief Scout of Hong Kong
said that it had given him very
great pleasure to inspect the Boy
Scouts and Wolf Cubs. He con-
gratulated the 13th Hong Kong
troop on winning the banner.
When he was first appointed as
Governor of Hong Kong, some
fifteen months ago, his pleasure
was further enhanced by the
fact that he was to be the Chief
Scout of the Colony. Although
he did not take a very active part
in the association, he always

IRISH SWEET. Remarkable Derby Figures. £3,000,000! Big Prizes For Lucky Winners.

London, Yesterday.

The drawing of the great Irish
sweep on the Derby began at the
Mansion House, Dublin, this
morning. It is officially an-
nounced that the total receipts
were £2,789,696.

The amount available for prize
distribution is £1,900,544. Hos-
pitals and charities get £697,000-
424.

There are nineteen tickets on
each horse. Holders of placed
horses in the Derby get £30,000,
£15,000, and £10,000 respectively,
and holders of unplaced or
mounts scratched since the final
acceptances get £833 each.—
Reuter.

SPEED LIMIT GONE!

Britain A Happier
Country.
LESS ROAD HOGS.

Rugby, Yesterday.

The broad effect of the new
Road Act, according to exhaus-
tive inquiries made through their
officials in all parts of the coun-
try by the Royal Automobile Club
and the Automobile Association,
is that since its introduction the
British motorist both profes-
sional and private, is definitely
exercising the greatest care, and
the reports on the abolition of
the speed limit are that there has
been no general increase in speed.
—British Wireless Service.

TOO BAD!

"Night Queen" Must
Return.
ADVENTURE'S END.

Le Havre, Yesterday.

It is announced that the French
Government has given instruc-
tions that "Texas" Guinan and
her troupe of girls must be
shipped back to the United
States "by the first boat avail-
able."—Reuter.

CHINA'S LOANS. Another Big Issue Denied.

Nanking, Yesterday.

The Finance Minister empha-
tically denies the truth of re-
ports circulating that the
Nationalist Government, in addi-
tion to their \$80,000,000 Con-
solidated Tax Loan, which is now
being issued, proposes shortly to
issue a further \$50,000,000 loan
secured on the German-Austrian
Boxer-Indemnity funds.—Reuter.

Information has been received
that His Holiness Swami Ashok-
ananda of Sri Rama Krishna Mis-
sion, Calcutta, editor of the Pra-
budha Bharata, will visit Hong
Kong on his way to America, and
is expected to arrive on June 2 or 3,
1931, by a.s. Palma. The local
Hindu Association is preparing to
receive His Holiness.

work a very deep interest in the
work of the movement.
The inception of the movement
was a genius, and must surely
have passed all expectations of
Lord Baden-Powell, as an incen-
tive.

Thanks to Local Chief.

The Hon. Dr. R. H. Kotowall,
C.M.G., LL.D. (President) ex-
pressed a few well-chosen words
of thanks to His Excellency for
his kindness in inspecting the
parade, and went on to say that
Sir William had also shown keen
interest in the welfare of the as-
sociation. The speaker then
called upon the Scouts and Cubs
to give three cheers to the
Chief Scout, and this was re-
sponded to most heartily.

BRITAIN ON TOP! Revival of Tennis Prestige. "BETTY" AT HER BEST.

Paris, Yesterday.

The revival of British tennis
prestige, which was reflected in
the winning of the French
Women's Doubles title by Mrs.
Fearnley - Whittingstall (nee
Eileen Bennett) and Miss Betty
Nuthall, and the winning of the
Mixed Doubles title by Miss Nut-
hall and I. D. G. Spence, is con-
firmed by the singles successes
yesterday, when G. P. Hughes
beat the American star, George
Lott, by a further result to-day
when Miss Nuthall entered the
final of the Women's event by
beating Fraulein Krahwinkel
6-1, 6-2.

Miss Nuthall had an unexpect-
edly hollow victory, and has now
only to beat Fraulein Cecilie
Aussem or Senorita Alvarez, to
take her third title.—Reuter.

FATAL SQUALL.

All Crew Escape Except
One.

YOUTH'S TRAGIC FATE.

A sudden squall in the harbour
at about 7.30 o'clock on Tuesday
morning caused a cargo boat
which was laden with sand and
which was at the time being
towed by the steam launch
Kwong Fat from West Point to
Vanchai, to capsize just off the
course of the "Star" Ferry
lanes. The junk subsequently
sank.

The craft's crew of five were
thrown into the water, and all
but one were rescued by the crew
of the towing launch and the
Kausing which was anchored
nearby. The fifth, a youth, dis-
appeared and was believed to
have been drowned.

Later the junk was salvaged,
and the submerged craft was
taken to Yau-mai. On Friday
the missing youth was found in
the hold of the junk, it being
stated in a Police report that
when the mishap occurred he
was unfortunately trapped. The
body was taken to the Kowloon
Public Mortuary where it was
identified as Fong Chiu, aged 17
years.

"HORRIBLE OFFENCE."

Theft From The Royal Scot
Wreck.

"We look on this as a beastly
crime," said Mr. C. C. Edmunds,
the chairman, at Linslade Police
Court, Buckinghamshire, when a
fine of £5, including costs, was
imposed on Jesse Charles John-
son, a motor mechanic, of Soul-
bury Road, Linslade, accused of
stealing a wristlet watch worth
£3, the property of the L.M.S.
Railway Company.

The charge arose from the
wreck of the Royal Scot express
train.
Police Constable King said
that on March 29 he went to
Johnson's house and saw John-
son's wife. He told her that he
was making inquiries respecting
a gold wristlet watch which he
was informed had been taken
from the wreckage of the Royal
Scot disaster. Mrs. Johnson point-
ed to a watch hanging over the
mantelpiece.

Johnson called him later in the
road, and said, "Here is this
watch. I was going to see the
super about it." Johnson said
afterwards, "I never stole it. I
put it in my pocket and forgot
all about it."

Johnson told the magistrates
that he went to the scene of the
disaster and did all he could to
get the dead and injured out. He
carried on until the next morn-
ing, and never gave a thought
about the watch he had picked
up. He told his wife when he
went home that he would have to
take it to the police station.

Mr. Edmunds said that the
magistrates regarded this not
only as a serious offence, but
also as a horrible offence. If
Johnson had not been a married
man they would not have had the
slightest hesitation in sending
him to gaol.

MINOR EPICS OF THE SEA.

Sharks and Gales: Tales
of Heroism.

Real life tales of heroism at sea,
reminiscent of the more vivid pages
of adventure books for boys, lay
behind a list of awards recently
issued by the Royal Humane So-
ciety.

The first concerns G. Jenkins, of
London, cook of the auxiliary
schooner John William V., who re-
ceives the society's silver medal.
Bound for Fiji, the schooner
found herself in a "south-west gale
and confused swell." A. B. Alex-
ander Samuel, furling the inner jib
on the jib-boom, was swept over-
board. Before the ship could be
stopped Jenkins plunged overboard
and for twenty minutes, in icy
water, searched for his friend, but
without success. He was picked up
exhausted.

More success attended the efforts
of John Gallagher, seaman, of Blay-
don-on-Tyne. Gallagher jumped
from the s.s. Denham in a sea that
was not only choppy and covered
with gulf weed, but also infested
with sharks, to save the life of Otto
Jansen, a Danish member of the
crew, who had fallen overboard.
Gallagher is awarded the bronze
medal.

Another recipient of the bronze
medal is W. B. Kingswell, of Cape
Town, who rescued a friend who
fell into the sea in Table Bay. The
water was rough, and Kingswell
had a hard fight and a long swim
before he achieved his object.
Sidney Richardson, a clerk, of
Oxberly Road, Brockley, is award-
ed the bronze medal for rescuing
Sarah Glew from the Thames at
Westminster. In spite of the fact
that he was a poor swimmer and
that the water was bitterly cold,
Richardson went after the woman,
struggled with an ebb tide, and
brought her to shore 100 yards from
where she fell in.

F. S. Baxter, a hand employed on
the Grimsby trawler Resmilo, is
awarded the In Memoriam bronze
medal for a North Sea rescue at-
tempt in which he lost his life. He
jumped overboard after a comrade,
but the man sank before he could
reach him, and Baxter himself,
exhausted and half-drowned, was
hauled aboard the trawler, dying
shortly afterwards.

Things That Matter.

To-day's Diary.

Trinity Sunday; Union Day,
S. Africa.

Entertainments.

Queen's Theatre—"Trader
Horn."
King's Theatre—"Just Im-
agine."

Central Theatre—"Framed."
Star Theatre—"Trader
Horn."

World Theatre—"Trader
Horn."
Majestic Theatre—"The Isle
of Lost Ships."

Miscellaneous.

Tea Dance—Repulse Bay
Hotel, 4.30 p.m.
Tea Dance at King's Theatre,
Restaurant, 4.30 p.m.

Full Moon—10.33 p.m.
Sunrise—5.43 a.m.; Sunset
—6.57 p.m.

Tides—High at 8.34 and
22.50; Low at 2.04 and 15.34.

Sports.

Golf—Kowloon Golf Club v.
Hong Kong Volunteers.
Baseball—Japanese v. Chin-
ese, Caroline Hill, 4 p.m.

The Weather.

The following weather re-
port was received from the
Royal Observatory, Kowloon,
last night:—

Pressure is high in the
Pacific, and to the East of the
Bonins, and low over South
China, generally.

Local forecast:—S. W.
winds; moderate; fair to
showery.

The Dollar.

Yesterday's closing rate of
the dollar on demand was
11d.

WHITEAWAYS JUNE SALE

SPECIAL BARGAINS
FOR
TO-MORROW.

200 Pairs
LADIES' THREE KNOT HOSE.
English manufactured.
All shades and sizes.
\$3.95 pair.

140 Only
CHILDREN'S ROMPERS.
Well made from striped washing
gingham.

SALE PRICE:—
50 cts. each.

500 Only
CHILDREN'S RIBBED
COTTON VESTS.
All Sizes.
SALE PRICE:—
75 cts. each.

250 Only
"SOEASY" POLISHING
OUTFITS.
Strong metal case with pad and
brush. For black or tan polish.
SALE PRICE:—
\$1.00 each.

1,000 Balls
"SWAN" BRAND
JUMPER WOOL
In all Colours.
SPECIAL SALE PRICE:—
\$1.00 Ball.

250 Doz.
WHITE LAWN HANDKERCHIEFS.
H. S. Border. Fine make.
10 ins. square.
SALE PRICE:—
\$2.00 Doz.

144 Only
THE YOUNG "ARTISTS"
PAINT BOX.
Strong metal box complete with
38 water colour paints and outfit.
SALE PRICE:—
\$1.25 each.

100 Sets
ENAMEL SAUCEPANS.
A useful set of 5 saucepans for
the kitchen.
SALE PRICE:—
\$5.10 Set of 5.

600 Yards
CURTAIN NET.
Plain (endless net in all colours.
48 inches wide.
SALE PRICE:—
\$1.75 Yard.

550 Yards
ART CRETONNE.
Smart designs in good colour-
ings. 30 inches wide.
SALE PRICE:—
\$1.50 Yard.

140 Only
Strong COTTON
PILLOW CASES.
Will stand hard wear and
washing.
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Sailings from Canton: Daily, at 8 a.m. & 4.30 p.m. (Sundays 4.30 p.m. only)

HONG KONG—MACAO LINE.

Sailing from Hong Kong—Daily at 8 a.m., 2 p.m. and 5.30 p.m. (Sundays 9 a.m. and 2 p.m. only).
Sailing from Macao—Daily at 3 a.m., 8 a.m. and 2 p.m. (Sundays 8 a.m. and 4 p.m. only).

SPECIAL SALOON FARES.

WEEK DAYS.—Single \$3.00; Return, \$5.00.
SUNDAY and EXCURSIONS.—Single: \$2.50; Return: \$4.00.

EXCURSION TO MACAO:—

On SUNDAY, the 31st May, 1931.

S.S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 4.00 p.m.

NOTE.—All Steamboat Company's Steamers are fitted with wireless.

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via Singapore, Colombo, Bombay, Aden, Suez
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Fitted with
Every convenience for travel in tropical waters as well as in cold climates—swimming pool, gymnasium, bar, verandahs, spacious promenade decks.
Vessels ventilated on the thermo-tank system throughout.
Surgeon, Stewardesses, laundry, hair dressers, cinema, orchestra.

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S.S. "GANGE" 17th June.

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VAT
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THIS BRAND has been in the same family since its inception, and is quite independent.
WM. SANDERSON & SON, LTD.
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Books and Authors

"HERALD" REVIEWS.

TERMS OF A WILL.

["Vision," by Anne Praeger; Cecil Palmer, 7/6.]

"Something will have to happen," Valmai Rutledge cried in despair, sick of her dreary life divided between the routine of office work and a home which was always disturbed by family bickerings. What did happen was that she found herself compelled by the terms of a will either to forgo a legacy of three hundred thousand pounds or to marry a complete stranger and manage with him a ranch in the Australian bush. Both she and Richard Warrington, her co-heir, accept the outrageous condition and the main part of the book tells of the attempts of the town-bred Australian girl and the Briton of county family to adjust themselves to and make a success of the new way of life. They pass from almost active hatred of each other to friendship and finally the grief of Richard's attempt to transplant a British village to the valley of vision makes them realise that companionship has grown into love.

There are some pleasant pictures of Australian bush-life, but the characterisation is poor and the story too full of impossibilities to make a sound novel. Those who buy it hoping for "singing gold" will be disappointed.

["A Farewell to India," by Edward Thompson; Ernest Benn, Ltd., 7/6 net.]

That Mr. Ernest Thompson has something worth while to show for his many years in India is evident to any one reading his latest book "A Farewell to India." It is evident too that his understanding of the Bengalis is only exceeded by his love for India, and neither of these would have stood the strain of teaching in a missionary school during the last few years were it not for his sense of humour and his faith in India's future. Yet one should imagine the frequent unsigned threatening

letters from the President of the Independent Student's Association, or the meetings of the Convention of the Pentecostal Brethren of Sanhualpa (Cal.) under the chairmanship of the Reverend Simon Washington Das, were more than enough to try the faith of even a missionary idealist. Talking of this convention he writes "They've managed to rope in Baptists and Presbyterians, the Welsh, Presbyterian Calvinistic Methodists, and a whole zoo of theological fauna. There is to be an address by the Reverend Zephaniah Zooks, who has been ten years in the country without learning enough vernacular to ask for a glass of water and who cycles about with Scripture texts attached to his wheels as they revolve."

There are many more excellent parts of the book which might be picked out as exemplifying the artistry with which the author paints his scene, and then deftly leaves it to tell its own story, but perhaps the part which is most pregnant with meaning is the conversation between Alden and Jayananda after the adventure in Klemmon Sahel's house. In his comment on Curzon's Delhi Durbar the Sadhu lays bare the depths of the heart of India.

I doubt if even a person who knew his India really well could fathom this interesting book in one reading, and it easily stands rereading, and although a stranger to India can never hope to understand this complex country by reading one book, he will get an insight into the immense task that confronts our politicians to-day by reading this one. It will certainly find its way on to the book shelves of most Anglo-Indians.

["Unwillingly to School," by Anne Allardice; Ernest Benn, Ltd., 7/6 net.]

This story of the inner life of the lives of elementary school teachers hardly substantiates the generally accepted opinion of the members of one of the 'All's Quiet' school, and although there may be some holy terrors of headmistresses like Miss Tomlinson, it

is a bad look out for our future citizens if the prevailing attitude of the school teachers is as this book would have us believe. There is no doubt, however, that teaching is a nerve wracking job, and although one might not perhaps agree altogether with the prevailing sentiment in the book, one must admit that many of the characters are very well depicted. Altogether the heroine seems to have had bad luck in her choice of friends, or were they her fate-ful friends? Most of her girl friends were teachers by disguise and man-hunters by profession, and an unfortunate friendship with a member of the opposite sex was with a most peculiar Anglo-Catholic parson.

The description of the Swiss holiday was also good but rather out of focus with the rest of the picture. It would have done better in a book of essays. One might sum the whole book up by saying that it is readable, but only once.

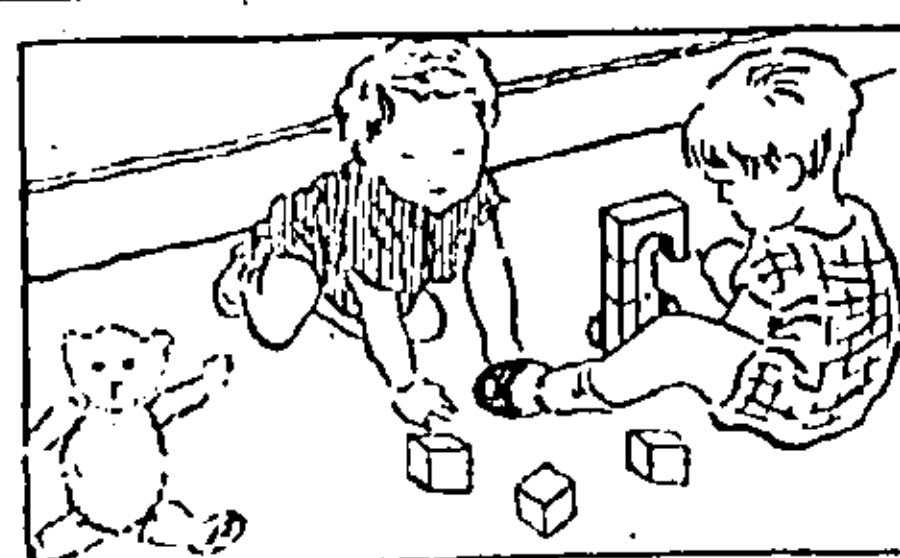
GREAT INDIAN POET.

The Influence Of Sir Muhammad Iqbal.

A paper on Sir Muhammad Iqbal's poetry read before the India Society by Dr. Mukrim Anand gave rise to an interesting debate of the poet's choice of a medium for his verse. Sir Denison Ross was emphatic that Sir Muhammad Iqbal let pass a splendid opportunity in choosing Persian. Many Indians, he said, were able to acquire a facility in Persian, but Sir Muhammad Iqbal was too great for that. If Sir Muhammad Iqbal had taken Urdu he would not only have added to the somewhat meagre store of Urdu poetry, but would also have made Urdu one of the greatest languages in the world.

Yusuf Ali said: "Sir Muhammad Iqbal adopted Persian because he felt his message was not being sufficiently spread abroad through Urdu. This view was also expressed in his paper by Dr. Anand, who drew attention to Sir Muhammad Iqbal's influence, not only in India, but also in almost all Moslem countries, and said that the poet felt when he returned to India from Europe in 1908 that Urdu was still too poor and immature to be made the vehicle of a philosophy such as he had lately conceived."

Sir Francis Younghusband, presiding, hoped that some British poet would undertake a translation of Sir Muhammad Iqbal's works.



CHILDREN'S CORNER

GOANNA IN WILDERNESS.

Like most wild bush creatures, the goanna has a very interesting way of rearing its young.

The mother goanna first finds a suitable mound of dirt, preferably an antbed, and in the middle of this she scoops a hole. In this hole she lays her egg, and then covers it with the dirt, which she has previously scooped out. When she had done this she runs off into the bush, and forgets all about her future offspring, leaving the egg to be hatched by the heat in the ground.

In a short time the young goanna hatches out of the egg, and lives quite comfortably in his antbed home, the young ants and the ant-eggs serving him as food. When he has grown to about 12 inches in length, and has exhausted his supply of food, his mother, guided by some peculiar instinct, returns and frees her offspring from his prison. The mother goanna prefers to do this in the rainy season, for then is the time of many insects and frogs, of which young goannas are particularly fond.

When she had freed the young goanna, the mother vanishes, leaving it to care for itself. This it is quite capable of doing, for any scraps, no matter how objectionable to other animals, are swallowed with relish by this young scavenger.

In Central Australia, these goannas grow to a very great size, and live to a venerable old age, many being known to live at least 100 years. A full-grown goanna can eat an enormous amount of food, and when they have eaten their fill they sleep off the effects of their greediness.

When they wish to go to sleep, they generally stretch themselves along the limb of some big tree, and there they sleep, undisturbed by other animals of the bush.

The blacks consider them very tasty fare, and kill many while they are sleeping.

No doubt the blacks have witnessed many a savage fight between huge old goannas, who, after providing amusement for them, are then killed and provide a very delectable (from the blackfellow's point of view) dinner.

DREAMLAND DESPERADOES.

Ever they drop off to sleep, it seems. The Pets plan ventures for their dreams:

Their giggles and their giggles keep
Our tired household from its sleep.

Says Pip: "I'll buy a splendid ship, And 'mong the Pirates make a trip: I'll be the skipper—I can skip Because I know the ropes: I'll dance a reel, I'll take the wheel, Come weal or woe, I'll clean the keel!"

Squeak boasts: "We're sailors to the core; No matter if we're shipwrecked, for We'll simply wash ourselves ashore With lovely scented soaps!"

"We'll rob the pirates in their lair (Be careful of the mizzen there!), I'll see the seal and Polar bear And give them such a hug!" Pip whispers: "Will can be the crew, The blinacle and bosun, too, And bawl 'Belay!' and even 'Coo!' And Wilfred answers, 'Gug!'"

"No Auntie, mind!" Pip threatens low, "Or Popaki either!" (Squeak says, "No"). "We'll send all galleons down below, Or sink a Chinese junk!"

We'll live on bones and fish and clams, Bombard the Indians in wigwams, And rescue babies in their prams!" And Wilfred murmurs, "Nunc!"

Pip cries: "Our craft's the Golden Hind— Like Drake's—much treasure we shall find, And stowaways we'll leave behind Who squeal for Pa and Ma!"

And Wilf we'll make an island king, To whom the natives gifts will bring—

And he shall stay there till the Spring!"

But Wilfred screams out "Pah!" (Silence, save for deep breathing, and an air of sublime peace.)

ENCHANTMENT.

Softly down the creaking stairs she stole, a shadowy, small figure in a long nightgown. She did not know why she was going like this out into the deathly stillness of the night. She only knew that she could not rest in bed—that something loud and clear and insistent was calling her, drawing her away from the security of familiar things into an atmosphere of thrilling uncertainty.

The lawn was a motionless silver lake and in the centre of it the moon had drawn a dark ring; timidly she set one small, white foot on the wet grass; then suddenly she was running, running flying feet whipping the pools of fallen blossom till she stood inside the ring, where she paused, listening.

Then it came—the voice. It might have been only the low wind through the poplars, or a slight awaying of the reeds at the bottom of the garden but it said, softly, thrillingly: "Child, you have ears that hear strange things and a mind that holds strange thoughts and a heart that will some day be hurt by the thing it most loves—beauty. And because of this we give you something you will always need. Take it with you through life, and never, never lose it. It is the most beautiful thing in the world."

With a startling suddenness she became conscious of the chilliness of the air and the dampness of the grass, and she went slowly back to the darkened house. But a little song of gladness was running aimlessly, formlessly through her mind.

She did not understand the meaning of it all, but she felt vaguely that a spell had been laid on her, out there in the mystery-filled night, and that she had been given something very precious.

And all the time, as she climbed the moonlit stairs, the little song was running, over and over again: "Never, never, over and over again: 'Never, never lose it. It is the most beautiful thing in the world.'"



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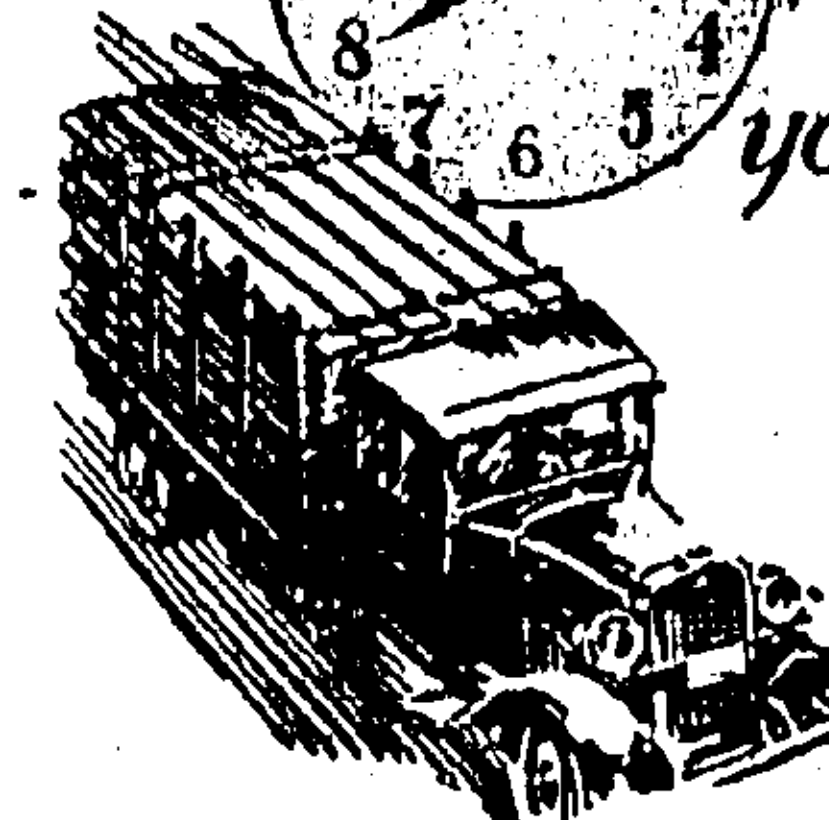
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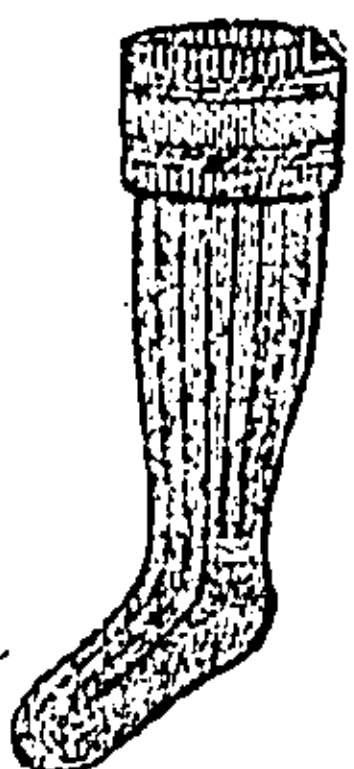
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CRAIGENGOWER SCORE
AGAIN

WIN HARD - FOUGHT GAME

TIGHT BOWLS - BATTLE UP TO
18TH HEAD.

POLICE GO DOWN FIGHTING

The Craigengower C.C., holders of the First Division championship of the Lawn Bowls League, hurdled another stiff obstacle when they defeated the Civil Service C.C. yesterday. Up to the 18th head, the Civil Servants held a slight advantage, but the home team turned the tables on their visitors with a smart spurt on all three rinks in the final stages of the game.

As expected, there was not a great deal of difference in the respective strength of the two Dock teams, the Talkoo Dock R.C. snatching a narrow victory. The Kowloon C.C., the only other unbeaten side so far, did well to account for the Club de Recreio by 13 shots. The sporting Police aggregation added another defeat to their list when visiting the Kowloon B.G.C.

SECOND DIVISION SURPRISE

The Kowloon C.C., hitherto leaders in Division II, received a rude shock at the hands of the Talkoo R.C., the margin of 34 shots against them being most unexpected. The leadership in this section, however, is still being retained by a Kowloon team, as the K.B.G.C. got the better of Civil Service at Happy Valley.

By trouncing the Electric R.C. by 44 shots, the Recreio surpassed their performance of a year ago when they won by 40 points, whilst Craigengower obtained their first points at the expense of the Yacht Club.

League I.

C.C.C. v. CIVIL SERVICE.

At Happy Valley, the Craigengower C.C. defeated the Civil Service C.C. by ten shots.

Names	Points	Names	Points
Craigengower	21	Civil Service	20
G. L. Buchanan	1	S. Randle	1
A. A. Ruzack	1	S. E. Alderman	1
C. S. Rosset	1	A. H. Oswick	1
R. Bana	1	J. Gregory	1
F. J. Neves	1	Jas. T. Dobbie	1
M. A. R. Sousa	1	E. L. Holland	1
L. E. Lamert	1	L. E. Longbottom	1
D. Rumbach	1	A. O. Brawn	1
W. T. Brightman	1	F. Jones	1
A. E. Condes	1	H. Westlake	1
E. el Aurelli	1	J. Denkin	1
U. M. Omar	1	J. Hollidge	1
(Skip)	21	(Skip)	20
	64		54

K.B.R.C. v. TAIKOO R.C.

On their own ground, the Kowloon Dock R.C. lost to the Talkoo R.C. by four shots.

Names	Points	Names	Points
Kowloon Dock	21	Talkoo R.C.	25
F. C. Goodman	1	G. McLeod	1
W. Hedley	1	S. C. P. Amery	1
H. M. H. McTavish	1	T. Young	1
R. Lapsley	1	R. Wallace	1
(Skip)	21	(Skip)	25
J. Panchon	1	J. B. Chapman	1
H. G. Cooper	1	J. Sloan	1
J. V. Ramsay	1	W. Weir	1
F. Cullen	1	J. Ferguson	1
(Skip)	26	(Skip)	15
C. Atkinson	1	J. Stainton	1
J. A. Lindsay	1	J. Polson	1
J. McKelvie	1	J. Laing	1
J. C. Brown	1	N. Drummond	1
(Skip)	12	(Skip)	20
	59		63

K.C.C. v. RECREIO.

On their own ground, the Kowloon C.C. defeated the Club de Recreio by 13 shots.

Names	Points	Names	Points
Kowloon C.C.	17	Recreio	16
F. Goodwin	1	A. S. Gomes	1
H. Overy	1	R. R. Roberts	1
J. C. Lyle	1	L. C. R. Souza	1
J. Gibson	1	R. F. Luz	1
(Skip)	17	(Skip)	16
H. Hampton	1	R. A. C. Basto	1
C. J. Tachl	1	A. H. Basto	1
A. Hyde Lay	1	C. A. Lopes	1
J. Fraser	1	C. G. Silva	1
(Skip)	27	(Skip)	15
E. C. Fincher	1	E. L. Barros	1
J. A. Howe	1	J. J. Basto	1
J. Hyde	1	C. E. Marques	1
A. E. Silstone	1	L. A. Gutierrez	1
(Skip)	14	(Skip)	14
	58		45

K.B.G.C. v. POLICE R.C.

On their own ground, the Kowloon B.G.C. defeated the Police R.C. by eight shots.

Names	Points	Names	Points
Kowloon B.G.C.	20	Police R.C.	19
H. Rodger	1	H. Carey	1
G. H. Shorliff	1	A. Reynolds	1
H. Nlah	1	F. E. E. Booker	1
W. Russell	1	W. Mair	1
(Skip)	20	(Skip)	19
R. S. Nichol	1	W. Dall	1
T. S. W. West	1	J. Shepherd	1
G. E. Roylance	1	W. McHardy	1
D. F. Warren	1	J. Orem	1
(Skip)	21	(Skip)	10
	61		57

League II.

TAIKOO R.C. v. K.C.C.

On their own ground, the Talkoo R.C. defeated the Kowloon C.C. by 34 shots.

Names	Points	Names	Points
Talkoo R.C.	25	Kowloon C.C.	21
C. Summers	1	A. C. Burford	1
J. J. Whyte	1	F. G. Herdridge	1
S. Hope	1	P. T. Farrell	1
T. Grimes	1	J. P. Robinson	1
(Skip)	13	(Skip)	23
J. Mitchell	1	O. B. Raven	1
W. Cunningham	1	W. Hyde	1
D. Koon	1	L. J. Blackburn	1
(Skip)	33	(Skip)	10
W. Brown	1	H. Gittins	1
T. Swan	1	T. W. Carr	1
W. Bell	1	W. W. Hirst	1
R. K. Duncan	1	V. C. Labrum	1
(Skip)	33	(Skip)	7
	79		45

CIVIL SERVICE v. K.B.G.C.

On their own ground, the Civil Service C.C. lost to the Kowloon B.G.C. by 10 shots.

Names	Points	Names	Points
Civil Service	10	Bowling Green	27
H. Lockhart	1	Stonham	1
J. Shand	1	Logan	1
R. R. Davies	1	Hale	1
H. E. Strang	1	Davidson	1
(Skip)	10	(Skip)	27
P. Knight	1	Thompson	1
Bobington	1	Ferguson	1
R. R. Wood	1	Rose	1
W. E. Holland	1	Drake	1
(Skip)	16	(Skip)	23
A. Tarbuck	1	Whitta	1
J. Willmott	1	Vonables	1
L. Luck	1	Rapley	1
W. Bickford	1	Petherick	1
(Skip)	26	(Skip)	12
	52		62

RECREIO v. ELECTRIC.

At King's Park, the Club de Recreio defeated the Electric R.C. by 44 shots.

Names	Points	Names	Points
Recreio	44	Electric R.C.	18
M. F. Baptista	1	H. S. Mackay	1
H. Rozario	1	J. Sloan	1
E. M. Remadlos	1	S. Denon	1
F. X. M. Silva	1	W. H. B. Muskett	1
(Skip)	30	(Skip)	10
L. P. Xavier	1	R. C. Butler	1
J. M. M. Alves	1	C. E. Gahagan	1
A. V. Barros	1	D. S. Hill	1
J. C. Ozorio	1	J. F. Lunny	1
(Skip)	32	(Skip)	12
F. Xavier	1	J. R. Way	1
J. M. S. Rosario	1	A. F. Paul	1
P. Yvanovich	1	G. T. Padgett	1
H. A. Alves	1	A. Webster	1
(Skip)	22	(Skip)	18
	84		40

C.C.C. v. YACHT CLUB.

At Happy Valley, the Craigengower C.C. defeated the Royal Hong Kong Yacht Club by four shots.

Names	Points	Names	Points
Craigengower	4	Yacht Club	20
F. Finer	1	A. Stevenson	1
R. Hooper	1	A. Hodges	1
W. Wood	1	E. W. Carpenter	1
A. L. de Souza	1	P. W. Ramsay	1
(Skip)	21	(Skip)	24
D. K. Kharas	1	N. V. A. Croucher	1
F. K. Modi	1	J. W. C. Bonnar	1
W. V. Field	1	A. T. Hamilton	1
W. Gill	1	W. Macfarlane	1
(Skip)	21	(Skip)	18
C. Simmons	1	A. Murdoch	1
Y. Abbas	1	N. Currie	1
P. A. Dixon	1	E. B. Reed	1
H. V. Pearce	1	A. L. Shields	1
(Skip)	19	(Skip)	20
	61		57

LEAGUE TABLES.

Division I.	Names	Points
P. W. D. L. For Agst. Pts.		
C.C.C.	4	0 267 187
K.B.G.C.	4	0 261 200
Recreio	4	2 214 208
C.S.C.C.	4	2 243 241
Talkoo	4	2 237 241
K.B.G.C.	4	2 230 230
K. Dock	4	0 4 280 257
Police	4	0 4 108 267

Division II.	Names	Points
P. W. D. L. For Agst. Pts.		
K.B.G.C.	4	3 1 268 215
K.C.C.	4	3 0 1 267 243
Recreio	4	3 0 1 267 243
Talkoo	4	2 0 2 278 222
C.S.C.C.	4	3 0 2 229 228
Yacht C.	4	1 0 2 224 225
C.C.C.	4	1 0 3 220 200
Electric	4	0 0 4 166 285

SHOTS FOR AND AGAINST.

Division I.	Names	For	Agst.
C.C.C.	257	187	70
K.B.G.C.	251	209	62
Recreio	214	208	6
C.S.C.C.	243	241	2
Talkoo	237	241	0
K.B.G.C.	230	230	0
Kowloon Dock	209	257	0
Police	108	267	0

Division II.

Names	For	Agst.	Up	Down
Talkoo	278	222	60	0
K.B.G.C.	200	214	40	0
K.C.C.	258	216	43	0
Recreio	257	243	14	0
C.S.C.C.	229	224	1	0
Yacht Club	224	225	0	1
C.C.C.	220	200	0	40
Electric	166	285	0	119

TELL-TALE TAIL.

Greyhound Racing
"Winners."

THREE MAIN POINTS.

"Finding the winner" in greyhound racing would be a good deal easier, according to a prominent trainer on one of the London licensed tracks, if racegoers would study the points which make for a successful racing greyhound.

"The first-class racing greyhound," he said in an interview with a representative of the Sports Dispatch, "has all the grace and balance of a ballet dancer. Otherwise he would never be able to leave his starting-box 'clear' and get into his stride right away, or swerve steadily round the bends of the track when going a good 35 miles an hour.

"The three main points which determine a greyhound's steadiness, which is essential if he is to be a winner, are the length of the back, the length of the tail, and his intelligent use of the dew claw.

"The dew claws are on the sides of the fore-legs, about half-way up the legs. As the animal swerves round the track bends he leans over at a sharp angle, and when he feels the dew claw touch the ground he knows he has reached the limit of safety and relies on the use of the claw to keep

FOOTBALL IN JAVA.

South China Making Progress.

The Sunday Herald is informed by the South China Athletic Association that the South China football team on the way to Java played a team in Saigon named the Annamites Selected before a crowd of 5,000 spectators on Friday, and won by 5 goals to nil.

Fung King-cheung got one goal, Lee Wai-tong coming along with another two, and Chu Kwok-luen, not to be outdone, made up the balance.

Further details of the tour are awaited with interest.

GOLF.

Starting Times for
To-day.

The Secretary of the Royal Hong Kong Golf Club supplies the following list of starting times for Fanning:

Time	Names
9.24 a.m.	W. R. Vallance, Commander Priestley.
9.28	A. H. Penn, J. R. Collis.
9.32	A. D. Humphreys, O. Eager.
9.36	J. G. Campbell, N. K. Littlejohn.
9.40	W. W. Mackenzie, G. G. Johnston.
9.44	D. Forbes, D. J. Gilmore.
9.48	A. G. Copple, G. A. Miller.
9.52	W. C. Shields, F. A. Redmond.
9.56	C. Mycock, W. Mulcahy.
10.00	W. C. Hales, H. R. Campbell.
10.04	V. R. Gordon, A. C. I. Bowker.
10.08	G. T. May, H. W. M. Dully.
10.12	D. B. Evans, E. C. Young.

A perfectly played stroke which unfortunately loses a point brings more joy than a rotten shot which wins.—Senorita De Alvarez.

Has it ever occurred to people how difficult it would be for football teams to play for a draw without the plot being obvious? There is another good reason why the players would not lend themselves to the fake. They are too honest to be parties to a swindle.—Peter McWilliam.

him from toppling over. Speedway riders use a foot to support them when rounding corners on much the same principle.

"The tail is used by the greyhound for steadying and balancing purposes as a man uses his arms when walking on a narrow ledge.

"The average length of a greyhound's tail is 16½-17 inches. Mick the Miller's is 20 inches, Merry Matt's 18½ inches, and Mullen's Boy's 19½ inches—all well above the average. Length of tail has undoubtedly helped in these cases."

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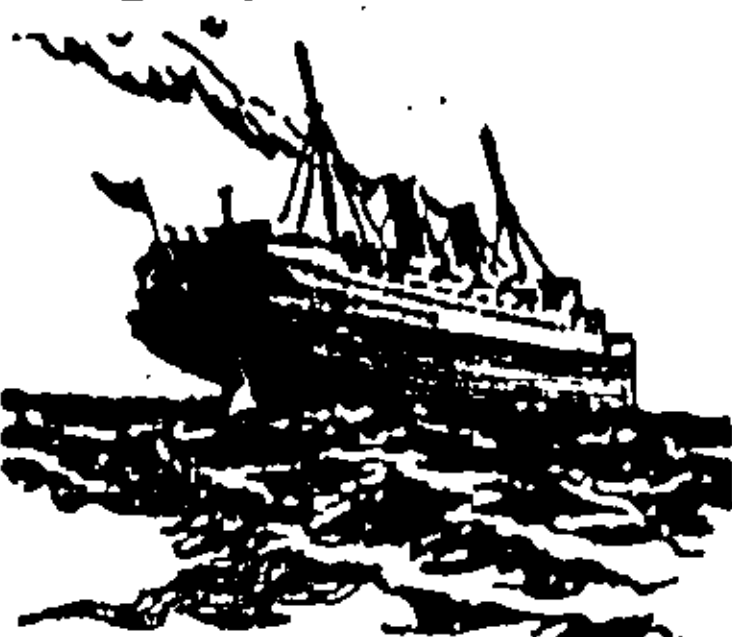
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LANCASHIRE BOGEY

Arithmetic on the
High Seas.

WHO SAID "SLOW"?

SCENE: The smokeroom of the
s.s. Mantua, bound from the Malay
Peninsula for England. Two
men, homeward bound after
several years' service in the East,
are discussing their holiday plans
for the summer. One is a Lan-
cashire, the other a Gloucester-
shire man, and soon the conver-
sation turns to cricket.

Mr. Gloucestershire (regretful-
ly): "Gloucestershire ought to
have won the championship last
year. A county that finish 10
mats out of 28 are obviously bet-
ter than a county that finish only
ten out of 28."

Mr. Lancashire: "I would not
be grudge Gloucestershire the cham-
pionship. They are a fine sporting
side."

Mr. Gloucestershire (warmly):
"Which is exactly what Lancashire
are not."

Mr. Lancashire: "Why not?"
Mr. Gloucestershire: "Stodgy,
slow, unenterprising. The slowest
scorers in the whole country."

Mr. Lancashire: "I don't believe
it. Will you bet that, over the
whole season, Lancashire did not
score faster than their opponents?"

Mr. Gloucestershire (eagerly):
"I will. I'll bet a pound."

The ship's copy of "Wisden,"
the agreed authority, is secured,
and after a long period of calcula-
tion the following agreed result is
produced:—

AT OLD TRAFFORD.

Lancashire.		Av'ge per Over	
Runs	Overs	per	Over
337	113	2.98	
118	78	1.51	
470	201	2.34	
366	154	2.37	
308	138	2.23	
582	249	2.34	
340	140	2.43	
340	128	2.66	
504	158	3.19	
291	105	2.77	
284	143	2.00	
49	21	2.33	
345	140	2.46	
484	192	2.52	
Total 4,898	1,960	2.49	

Opponents.

Lancashire.		Av'ge per Over	
Runs	Overs	per	Over
Northants	316	1.51	2.09
Gloucester	195	1.07	1.82
Leicester	290	1.27	2.28
Notts	550	1.94	2.83
Surrey	714	1.49	2.24
Sussex	381	1.45	2.63
Kent	341	0.97	3.52
Worcester	405	2.19	2.12
Warwick	313	1.13	2.77
Glamorgan	207	0.93	2.23
Yorkshire	125	74	1.69
Middlesex	179	60	3.00
Hampshire	78	43	1.81
Essex	310	1.26	2.46
Total	4,074	1,689	2.41

AWAY MATCHES.

Lancashire.		Av'ge per Over	
Runs	Overs	per	Over
265	136	1.95	
305	169	1.80	
318	164	1.94	
402	168	2.39	
329	151	2.18	
227	132	1.72	
242	107	2.26	
301	158	2.29	
320	211	2.49	
292	102	2.86	
265	101	2.55	
498	188	2.65	
250	113	2.21	
599	202	2.98	
Total 4,070	2,105	2.22	

Lancashire.		Av'ge per Over	
Runs	Overs	per	Over
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292	102	2.86	
265	101	2.55	
498	188	2.65	
250	113	2.21	
599	202	2.98	
Total 4,070	2,105	2.22	

Grand total 8,160 3,408 2,350

Silently and not a little and-
ly Mr. Gloucestershire hands
over a pound and says he thinks
he will take a turn on the deck.
Mr. Lancashire (proudly): "I
must let the world have glad news
that perhaps our Lancashire bats-
men are not so slow as the Press
makes them out to be!"—T. K. in
The Manchester Guardian.

Read

The China Mail
on Tuesday
For CRICKET NEWS

TENNIS TACTICS.

Value of a Fierce
Service.

ALLISON'S RUDE.

Allison, a member of the new
American school, has built his game
round an extremely fierce service.
Along with a few other young
Americans, he has evolved a new
style of service which, according to
text books, is all wrong. They
stand facing the net with their feet
fairly close together, although
Allison has his feet pretty wide
apart.

The secret of this style of delivery
is hurling the whole weight of the
body into the actual hit. This is
done by bending the knees very con-
siderably and at the moment of im-
pact shooting up and hitting the ball
as high as possible.

Theoretically the result is ex-
cellent, but the drawback is the
great physical effort required.

Allison's service has none of the
ease and rhythmical swing of his
fellow countryman, Johnny Doeg, or
the great Australian, Gerald Patter-
son, but he gets there just the same,
although his pace is, perhaps, not so
great as either.

He has not Johnny Doeg's height
and, naturally, the taller one is,
the easier it is to put a good service into
court.

Servers First And Foremost.
I must say that I am of the
opinion that this is by far the best
service for shorter men to learn.

Both Bergeley Bell and Gregory
Mangin, neither of whom are more
than 5ft. 7in., have most excellent
services. Like all American play-
ers of the younger generation the
service is their best point. They
learn to serve first of all and then
build their game round the service.
It is really surprising how far an
attacking service takes one.

The present-day American play-
ers, with the exception of W. T.
Tilden, who has now joined the pro-
fessional ranks, are servers first,
and foremost. If their services
were taken away they would be
nowhere.

There are many players in Eng-
land with very much better ground
strokes, but there is not one who can
serve with anything like the same
severity. One can almost say that
American tennis is governed by the
service. Whether that is a good
thing for the game is debatable.
My own opinion is that we lose
the finer points of the game if it is
just service and nothing else.

Climate's Big Part.

The final of the American cham-
pionships in 1930 between Johnny
Doeg and Frank Shields was entire-
ly governed by service. Game after
game would be won by the server,
and in a long match it becomes
rather monotonous because it
means that the only chance
of a break through is the
fact that the server might
double-fault, or the other man make
some extremely fortunate strokes
off a service that he has very little
knowledge of how to take.

The American ball permits
severe hitting. When the Ameri-
cans are in Britain, they all say
they are unable to serve as severely
as they can at home. That is one
reason why I think that Britons
do not cultivate ferocious services.

Another reason is the fact that
the climate of Great Britain is not
so attractive and conducive to hard
hitting. Naturally, the warmer

the climate, the more the ball will
respond and remain lively.

Allison's best stroke is probably
his smash, which, executed in the
same manner as his service, makes
him very deadly overhead. When
playing doubles with his dis-
tinguished partner, Johnny Van
Ryn, the latter nearly always allows
his partner to take the overhead
shots.

Wilmer Allison is 26 years of age.
His first prominent victory was his
capture of the Canadian champeon-
ships in 1928. In 1929 he paid his
first visit to Europe, and quickly
made a great impression on the Bri-
tish critics. Along with Van Ryn
he captured the doubles at Wimb-
ledon that year at their first attempt,
defeating the French holders,
Cochet and Brugnon, their Ameri-
can rivals, Tilden and Hunter, and
in the final the British pair, Gregory
and Collins, after a great match in
which the Americans just nosed out
at 6-4 in the final set.

From Wimbledon they went with
the U.S.A. Davis Cup team to Paris,
and defeated Borotra and Cochet in
the doubles of the U.S.A. v. France
Davis Cup tie. The young Ameri-
cans gave as fine an exhibition of
the doubles games as could be seen.

Defeated by "Big Bill."

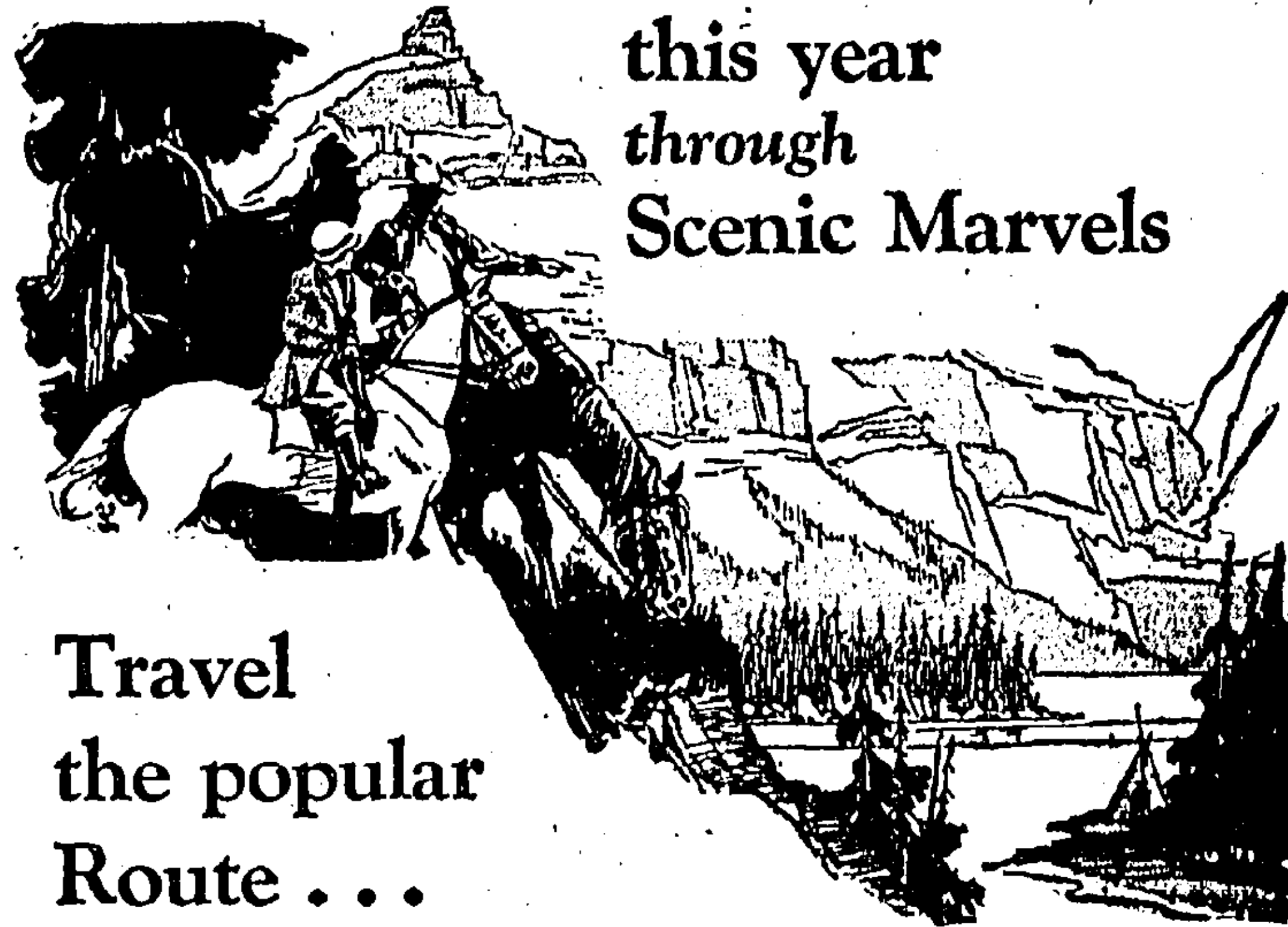
At Wimbledon in 1930 Allison
scored a very good win over Cochet,
the holder, in straight sets, never
allowing Cochet to settle down to
his natural game. In the next
round—the semi-final—he defeated
Johnny Doeg in a close five set
match.

The final against Bill Tilden was
chiefly a question of who would
break through the service first, but
he was up against a very determi-
ned Tilden, who, playing at the top
of his game, won in three close sets.
To give an idea of how much this
match was ruled by the service,
there were no fewer than 32 service
aces.

With Van Ryn he won the doubles
for the second year in succession,
having an easier journey than on
the previous occasion. In the
Davis Cup final in Paris the famous
pair were rather sensationally de-
feated by Cochet and Brugnon.

We are sure to see Allison in
action again this season, as he is
certain to defend his title.

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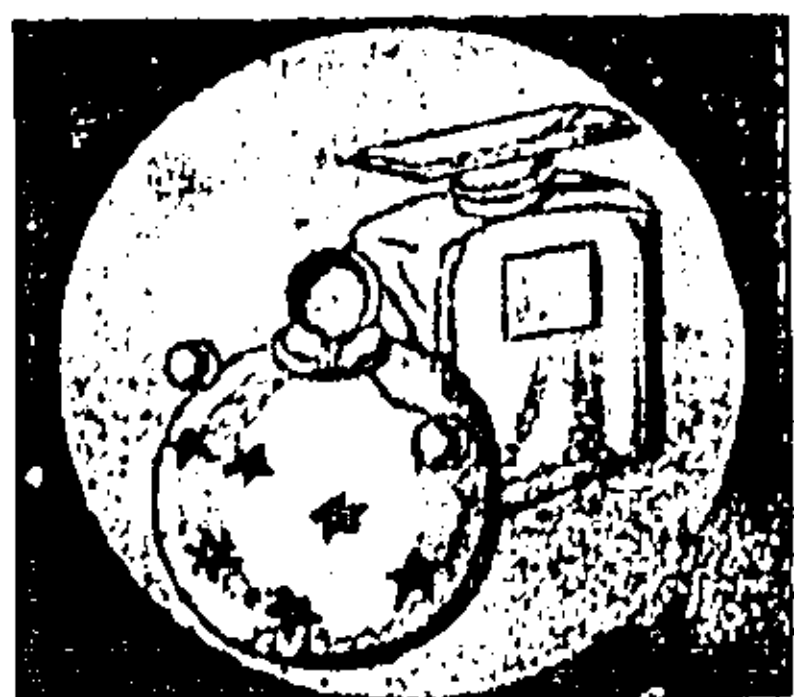
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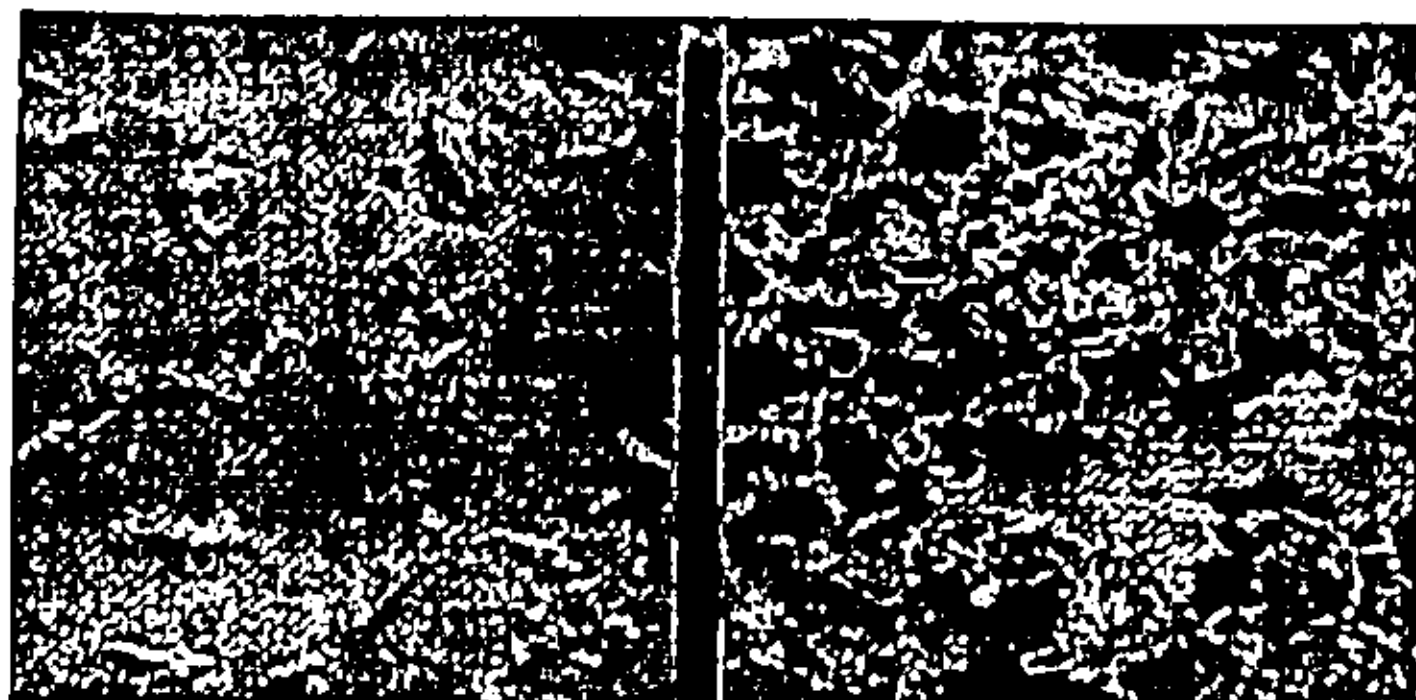
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To-day I offer
Mr. A. J. C. congratulations to
Taylor, my friend, Mr.
A. J. Collins.

Accountant, Police Department, who completed 12 years in the service of the Government of the Colony.

Mr. Taylor started his career in Hong Kong as a member of the Police Force, and, unlike certain others who have "bettered" themselves, he is rightly not ashamed of it. In fact, it reflects great credit on his ability and grit that he should be able to climb the ladder so high.

Mr. Taylor's appointment was made on May 31, 1913, and he arrived in the Colony on July 11 of the same year. His promotion came as under:—

Acting Lance-Sergeant, March 1, 1916.

On August 25, 1919, Mr. Taylor was seconded to duty with the Rice Control, and his appointment as Accountant, Police Department came on January 1, 1920, less than seven years after his arrival in the Colony. On November 1 of the same year, he was transferred to the Public Works Department as Inspector of Stores.

He went on Home leave the following June and upon his return to the Colony was re-appointed Accountant, Police Department, on December 25, 1921. He received appointment to Class 1, Senior Clerical and Accounting Staff on January 1, 1927.

Mr. Taylor is an enthusiastic member of the Police Recreation Club where he has often acted the role of Santa Claus at the children's Christmas Tree parties. In the last Police Inter-Force games between Shanghai and Hong Kong, held here, Mr. Taylor bore a big share of the hard work incidental with the organisation of such a meeting.

Thus the Associated Press to the Manila Bulletin:—
"The Singing Peony."

"Exhibitors of foreign made motion pictures in China have encountered a new difficulty. This time it is not the Chinese censors but the Chinese language talkies.

"The Singing Peony," the first sound and talking film made by Chinese and for Chinese, has proven such a big financial success that Hollywood film agents in Shanghai are beginning to show signs of worry. Here is a new brand of competition that wasn't exactly expected, at least not for another year or two.

"Technically, there is much room for improvement in the Chinese effort. The recording of the men's voices is bad, while the synchronisation is way below standard. In spite of these faults, the rank and file of Chinese like it. They can understand it.

"As the title might indicate to Americans who know their China, the story is a variation of Al Jolson's 'The Singing Fool.' In this case, however, the principal character is a woman.

"The tale concerns The Tale, a famous Chinese woman singer in North China who spends most of her income on a more or less worthless husband. There is a younger version of Mr. Jolson's song, 'Sonny Boy,' in worked into the picture. The child happens to be a girl, but the idea is the same.

"Miss Butterfly Wu, China's premier screen actress, is cast in the leading role and although her vocalising would cause a stranger to stuff his ears with cotton or leave the theatre, she possesses, according to Chinese standards, one of the best feminine voices in the country. The balance of the cast is immaterial. Miss Wu's voice is the only one that was recorded with any degree of success and the male actors have been kept very much in the background.

"The picture made its premier run at one of the leading theatres in Shanghai, a house devoted largely to showing first-run foreign pictures. It was the first time in the history of the motion picture business in this city that a Chinese picture had been given precedence over one of the Hollywood variety."

This Chinese picture which has made the Hollywood film agents in Shanghai "sit up and take notice," is advertised as "coming soon" to the Central Theatre. In spite of the candid opinion of it given by the Associated Press, which, it must be borne in mind, is after all from the "stranger's" point of view, the film is assured a welcome here by the large number of Chinese film "fans," judged by whose standard the singing of Western women "stars" is not divine. As for the technical point of view, well, aren't we still getting pioneer Hollywood films which are anything but perfect?

Last Sunday was Em-pire Day, and falling Tune. on the Sabbath there was no special service in our Churches, but the National Anthem was played in some, and "God Save the King" sung in others.

My readers will probably wonder why I make a distinction. Well, reading a Home paper the other day, I came across a news par. (Reuter did not think it worth while cabling it to this little outpost of the Empire) which surprised me and I want to spring it on them. Here it is:—

"In answering a question in the House of Commons, Mr. Snowden, the Chancellor of the Exchequer, stated that the words we sing to the air of the National Anthem are really no part of it at all.

"It is generally believed that the tune of our National Anthem was composed by Dr. John Bull (and very appropriate, too) who was a leading musician of Elizabethan times. The words, as we sing them now, were not added until some years later, and it is only tradition that makes us regard them as part of the National Anthem."

I read in the name A New paper that a movement Second is afoot to have the Verso? second verse of "God Save the King" re-written.

This verse with its "Scatter his enemies, Confound their politics," etc., is criticised as "un-Christian," and a new one is put forward, which, it is claimed, will fit in with the rest of the present version as it now stands, but remedy the fault that it is "all about what God can do for the King, and nothing at all about what the King can do for God."

The proposed new verse is as follows:—

"O Lord our God arise,
All our salvation lies
In Thy great hand.
Centre his thoughts on Thee,
Let him God's Captain be,
Thine to Eternity,
God save the King."

Or, if a Queen were on the throne, the last four lines would become:—
"Centre her thoughts on Thee,
Let her God's Handmaid be,
Thine to Eternity,
God save the Queen."

The paper comments:—
"There will not be any change, however, unless the alteration commends itself to the people of Great Britain and receives Royal approval.

"A Latin version of 'God save the King,' consisting of two verses only, which is believed to be older than the English one, contains the sentiments to which objection is now being taken."

Well, by next Wednesday most people for the will know the name of the Derby winner.

Of course, I could tell it to you right now, because I have an uncle who has lived on Epsom for years (the Downs, not the salts), but unfortunately the law prohibits the publication of racing tips. The most I can do, therefore, is to tell you something about the horses:—

Cameronian.—This horse has four legs, one in each corner, which gives it a great advantage over horses with only three legs. It must always be borne in mind, however, that one leg might fly off at the psychological moment. This is one of the hazards of racing.

Doctor Dolittle.—A good horse, but its ears are rather large, thus increasing the wind resistance.

Cheery Lad.—I don't wish to be nasty, but this animal's mother was once friendly with a cart horse. She was working in a circus at the time—and you know what these theatrical people are.

Poker Das.—Originally employed in a baker's delivery van, this noble animal worked its way up by attending night classes. It is, however, still rather sensitive about its past and is apt to cover its face if anyone mentions bread.

Sandwich.—A firm fine beast, but suffers rather badly from housemaid's knee.

From the above, you will readily be able to pick the winner.

SUNDAY SALLIES.

A long drawn out affair: The month of May.

The Best Seller of the Week: "Eugene C—Aram."

When a speech is too dense for some folk it's called witty.

The ability to think clearly is the monopoly of the Sino-Australians.

The new leaders in Canton seem to be meeting with some very bomb-astle folk.

Shanghai marriage notice: "Burns—Twentyman"—Sounds worse than bigamy.

Jurors who may be thirteen minutes late in future may well deem that figure unlucky.

The Week's Great Thought: The greatest philanthropists are the Kowloon bus companies.

The Week's Wisdom Spasm: "If a public utility company exceeds its powers those effected have their remedy."

The most sensational "news" item of the week: The Government is now considering the report of the Retrenchment Committee.

Another brain wayer: "To struggle with the Colony's poverty and disease, superstition and ignorance, is like trying to reclaim the Atlantic."—Is That So?

Humour in gramophone record advt.: I Love You So Much Dancing the Devil.

A plate of false teeth has been found at Big Wave Bay.—No indication of the mouth being found with them.

Advertised by the Peak Tramways that late cars are available every night between 12.15 a.m. and 3 a.m.—Seem to have queer ideas of time up there.

To-day's little definition—Business—A mysterious arrangement whereby men make less money than their wives need, but more than their wives know about.

Speaking about the snakes which are eating their skins at the London Zoo gives rise to the old, old question—where do their bodies stop and their tails start?

Spanish grandees are to lose their titles and descriptions in order to save official paper. What a come down for Don Alphonso di Ribandancia y Casara Sagrada, when he is addressed simply as Caster Alde.

The Argentine Government has dropped the tariff on films entering the country. When the news was made public, three hearty Hacendados were given by the Carramba Corps, followed by a speech by the Chief Taster in charge of the Manana.

Says a Home paper: "Artificial respiration was continued for about 35 months."—After the second year it became easier.

The latest Aberdonian fairy tale concerns the missing bridegroom who was discovered behind the car trying on all the old shoes.

Laughing jackasses, it is said, often gather round the golf courses in Australia. Yes, we have seen that kind of golf at Fanning, too.

The discarding of Alfonso still leaves many others who realise that uneasy lies the head that wears a crown. What about the latest victims of the dentist?

Another Great Thought: "His eyes were closed and his hands stretched out in front of him. I thought he had lost his reason because his eyes were staring and wide."—Empire News.

Advertisement in Durban paper:—"Snake-bite outfit, unused. Purchased within last few months. Owner no further use, as he is leaving the country."—A man who leaves the country isn't as bad as all that.

An illicit gold buyer in Australia died suddenly, without revealing where he had hidden his wealth, and so far no one has found it. We suggest that the Colonial Treasurer be sent out. If he doesn't find it, then it's not in Australia.

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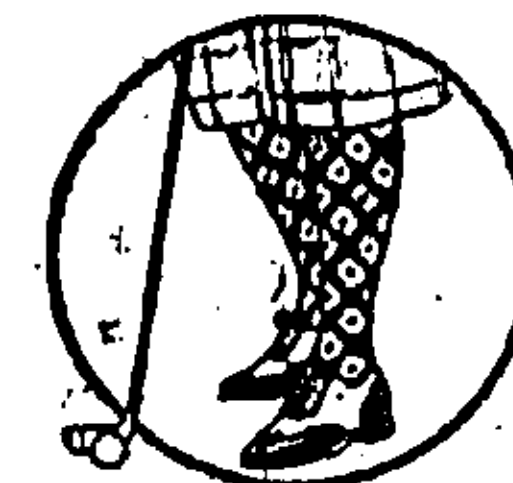
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—Choo Choo Foxtrot.
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The Hong Kong Sunday Herald.

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HONG KONG, SUNDAY, MAY 31, 1931.

A LITTLE TOO NOISOME!

THERE are certain places in London, or even provincial cities, at Home, where the magic sign is displayed, "No noise." In other places where the sign is not displayed, if the noise gets a little too noisome, neighbours foregather to see what can be done with the offender. The offender does not offend again, as a general rule. Which leads us up to the suggestion that the Powers-that-Be might well look into the hideous cacophony existing in districts in the Colony where those Europeans, rather sadly conscious of the depleted dollar, have still to exist.

It is an axiom that Chinese are noise-deaf. But when gramophones, Chinese bands, hawkers, and undesirable characters are allowed to carry on to the public discomfort at all times and hours of the night, surely even the veriest worm is bound to turn. The logical answer from officialdom, of course, is this, "Why do you live there at all?" To which the sapient reply is that "we can't afford anything else."

There is no complaint at all about the buildings people have to live in. What must be stopped,—and has not yet been approached — is the sound of the matutinal meat-chopper—the bang of the pile-driver — (when no inspectors are awake) — the thieves who prowl by night, (malgre a watchful Police Force) and the rowdy fouts who appear to be able to promenade the streets at will.

Time was — and that not so many years ago — when the average Europeans were questioned as to their destination after midnight. They accepted it, and are still quite prepared to. But they cannot all live in the charmed circle in these days, even though they may deserve the same attention and respect.

The Chinese members of the community have our friendship, but the Chinese idea is admittedly a little different in one respect—that having attained their home, they are not very much concerned with what goes off in the outside world. But they might prevail upon their countrymen, in what is after all a British Colony, to let the poorer foreign trash rest in bed of a night. They might ask their hawkers friends not to cry aloud in the wilderness at 4 or 5 a.m. "The coolies must eat." We agree. Many people in Britain are accustomed to eat quite quietly before 5 a.m. Why not our friends in Hong Kong?

HONG KONG FAIRY STORIES.

The latest drop in exchange is very satisfactory.

The new Canton regime promises to eliminate Ching Kai-shek in six weeks.

The report of the Retrenchment Committee has met with the full approval of all the heads of Departments.

The C.C.C. would have been quite pleased to have dropped two points to the Civil Service lawn bowlers yesterday.

When the present protracted job of repairing Nathan Road is finished half the heads of the P.W.D. are going on long leave at the same time.

The system of emptying dust bins into the Sanitary Board's motor refuse lorry at 1 p.m. daily in Wellington Street is welcomed by pedestrians.

APPOINTMENTS.

His Excellency the Governor has appointed Mr. Robert Andrew Dermot Forrest to be Deputy Estate Duty Commissioner, with effect from May 27.

His Excellency the Governor has appointed, provisionally and subject to His Majesty's pleasure, the Hon. Mr. R. H. Kotowall, C.M.G., LL.D., to be temporarily an Unofficial Member of the Executive Council in the place of the Hon. Sir Shouson Chow, Kt., who is temporarily absent from the Colony, with effect from May 27.

His Excellency the Governor has appointed Dr. James Stobie Dykes to be a Member of the Dental Board for a further period of three years, with effect from May 26.

His Excellency the Governor has appointed Mr. John Stuart to be a Justice of the Peace.

CORRESPONDENCE.

PUBLIC MATCHEDS.

(To the Editor of "Sunday Herald")

Sir,—I should like to make a suggestion re public matcheds. The proposition is as follows:—That matched owners should have a tax levied equal to that of the ground rent for the site; the revenue to be appropriated for building sheds for the benefit of the community at large; any surplus to be used for cleaning and maintaining beaches.

Surely no swimming enthusiast owning a matched could raise any objection to this.

Yours, etc.,

HONG KONG, MAY 31, 1931.

TAIPO TOPICS.

(From the United Press War Staff Correspondent at the Front.)

A good deal has been written in the local Press recently on the noise created by railroad locomotives by their whistles and Westinghouse brake pumps, but surely the writers thereof must have detected their stuff before shaving, otherwise they might have written a whole volume on the smoke emitted by these poisonous monsters.

As indicative of the deep matters which come before the Taipocum-Fanning Urban District Council, the Chucker-out was instructed to broadcast the three messages hereunder relating to some of this Council's more recent activities.

Taipei, May 26.—The main cause of the fall in oil prices, according to the report of Mai Po Sui for 1930, is not overproduction, but under-consumption on account of Gasoline now costing \$1.25 Taipocum per gallon at the Village Pump with the prospect of chewing a piece out the hood of your car trying to get some. The second cause quoted is the fall in the value of that rotten so termed Dollar on the other side of the Ditch.

Taipei, May 27.—The limitation of the hatching out of mosquitoes in the Anopheles Maternity Home to the medical and scientific needs of the world is the aim of the conference of representatives of 52 manufacturing and consuming countries which has opened here.

Taipei, May 27.—A momentous decision was finally taken by the International Chamber of Commerce sitting at Taipei, which has formally recorded its conviction that the subject of taxing one's humble gallon of gasoline away up in the air in order to maintain the Colony's revenue should be open for re-examination. It pointed out that the integrity of obligations was fundamental for the maintenance of international credit and the expansion of commerce. The observance of this principle, however, is not inconsistent with an impartial examination of the effects of these obligations upon Taipei's Trade, if warranted by changed economic conditions.

The conference finally passed a resolution in favour of the reduction of governmental expenditure, the removal of trade barriers and the free sale of Eggs as detailed in the speech delivered at the Rotary Club last week.

INFECTED ANIMALS.

Compensation Award Adjusted.

A Bill introduced an Ordinance to amend further the Public Health and Buildings Ordinance, 1903, is published by the Government Gazette.

The objects and reasons state:—

Until 1923, section 54 of the Public Health and Buildings Ordinance, 1903, provided for the payment of compensation, not exceeding \$400 for each animal, for the slaughter of infected cattle. "Cattle" is defined under the Ordinance, and means "bulls, cows, oxen, heifers, calves and buffaloes." The amending Ordinance, No. 21 of 1931, based to some extent on the Disease of Animals Act, 1894, provided for a maximum compensation of \$40 in the case of a pig and \$400 in the case of any other animal. It is considered that the latter figure should only be applied, as it was prior to 1923, in the case of cattle and that the figure then settled as the maximum in the case of a pig should apply to other animals.

BELATED FIGURES.

The following appears in the current issue of the Government Gazette:—

Balance of Assets and Liabilities on December 31, 1930	\$ 9,811,870.74
Revenue from January 1 to 31, 1931	3,061,955.24
	\$12,873,825.98
Expenditure from January 1 to 31, 1931	2,040,033.24
Balance	\$10,833,792.74

EMPIRE DAY.

Delightful Afternoon at Flagstaff House.

GEN. SANDILANDS' SPEECH.

Through the kindness of H.E. Major-General J. W. Sandilands, C.B., C.M.G., the Girl Guides spent a delightful afternoon at Flagstaff House on Empire Day. The Guides, 167 strong, assembled at 4.30 near St. John's Cathedral, and led by Mrs. W. J. Anderson, District Commissioner, Hong Kong, marched up to Flagstaff House. On arrival the Guides were inspected by General Sandilands who later gave the following address:—

Mrs. Southorn.—I am sure that you realise what a very great pleasure it is for me to be able to entertain the Hong Kong Girl Guides to tea on Empire Day, more especially as it falls upon me to do so in one of the most distant Colonies in the British Empire.

The chief point of celebrating Empire Day is to provide a means for making the inhabitants of the British Empire, more especially young people and children, realise that we are all part of one big family, rather than a collection of separate countries and colonies.

May 24 is a particularly appropriate date for its celebration, as it was the birthday of Queen Victoria, who as you all know, reigned for no less than 67 years.

Remarkable Development. As far as the Boy Scouts and Girl Guides are concerned, it is not an exaggeration to state that the movement is one of the most remarkable developments in modern times. It is a movement which knows of no distinction of creed, religion, or race. It exists for one purpose and for one purpose only, which is to turn out boys and girls as good and useful citizens. I understand that there are close upon a million Girl Guides in the world at the present time.

I do not propose to deal in detail with the Girl Guide movement, which is much better done by your own leaders, but I feel competent to deal with it in the larger sense.

To my mind one of the chief causes of the trouble which appears to exist throughout the whole world, is due to class distinction and prejudices. It is due to people, instead of trying to find out the good points in each other, going out of their way to find out the bad points. After all no one is perfect, but it must be a very remarkable boy or girl, who does not possess a considerable amount of good points in character, but they do not necessarily appear on the surface.

Unites All Classes. The Boy Scout and Girl Guide movement is a wonderful means of bringing all classes together and affording them an opportunity of getting to know each, no matter in what grade of society they may have been brought up.

It is in this spirit that we are assembled here to-day, and it is not of the slightest consequence to any of us whether a Girl Guide is the daughter of a leading Talpa or Compradore in Hong Kong, or the daughter of a subordinate in a business firm, nor is it of any consequence whether her father is an Officer or a private soldier.

We are all assembled here to enjoy ourselves and to get to know each other, and in that spirit I would invite you all to do justice to the tea provided by me and unless I am very much mistaken I am sure that there is certainly no difference in the amount that a young girl can eat, no matter whether she has been brought up in luxury or in a humble home.

The Guides then did full justice to the generous tea the General had provided. After tea the Guides went out in to the garden where games were played, and caused much merriment.

In conclusion, the Colony Commissioner, Mrs. Southorn, thanked the General for giving them all such a delightful afternoon and called for three cheers for General Sandilands and his A.D.C.'s, Captain D. R. M. Cameron and Mr. Baskerville Clegg.

The following Companies attended:—

- 1st Hong Kong (Miss Steele).
- 2nd Hong Kong Miss Agnes Paul.
- 3rd Hong Kong (Miss Lopes).
- 4th Hong Kong (Miss Medina and Miss Perry).
- 5th Hong Kong (Miss Swift and Miss Tse).
- 1st Kowloon (Mrs. Lawson and Miss Taylor).
- 2nd Kowloon (Miss Churn and Mrs. Rose).
- 3rd Kowloon (Miss Stockdale).
- Ranger Company (Miss Moses).

INN IN IT!

No Directors for Tavern of the Highwaymen.

MERMAID AND THE CITY.

The Mermaid Inn, that famous old Rye tavern where highwaymen drank and jested before defying death has been swept from its slumber of the centuries into a first class financial crisis that has brought all the agitated atmosphere of the City into the calm of the limbered taproom.

Its shutters are up, and the quiet walls have become the centre of a meliorism of a heated company dispute. It is no longer an inn; it is referred to as "The Mermaid Hotel, Limited."

A statement, issued by three ex-directors, says:—

The proceedings at various meetings of shareholders held since December have brought to light the impossible position of the company's affairs.

An offer, involving the handing over of 75 per cent. of the issued shareholding, was made and discussed at various meetings, but eventually led to nothing.

On April 1 the debenture holder appointed a receiver who has since been in possession of the hotel, but does not take responsibility for the debts or liabilities of the company.

The Westminster Bank on April 8 made a demand for repayment of £5,926 17s. 1d. (loan, overdraft, and interest).

Since December last the company has had no secretary, and there are no funds. Creditors are sending in claims, many with threats of legal proceedings, and summonses have been issued.

On account of the impossibility of dealing with such a chaotic situation, the directors decided (1) to instruct the managers to close the hotel and pay off the staff so that no further liabilities should be incurred; (2) to advise immediate liquidation of the company; (3) immediately to resign from the board and advise the shareholders accordingly; (4) to report the circumstances fully to the Board of Trade.

The company is now without a board of directors, or chairman, or secretary.

And this is the place where smugglers waited for the signal from the sea, and eluded the excisemen by secret passages! Its romance has gone; "business" has given it the importance of a 1931 sky-scraper grand hotel.

Hidden Stairway.

The Mermaid, originally a manor house, is known to have been an inn as far back as 1635, and it still stands to-day with all its original charm unspoiled by the march of time.

A hidden stairway leads from one of the bedrooms to a well where the Rye smugglers hid their contraband goods, and recesses on either side of some of the fireplaces were used for the same illicit game.

The notorious Hawkhurst gang of highwaymen made the Mermaid their headquarters, and stories, handed down through the generations, are still told of how these sinister swashbucklers terrorised the good folk of Rye.

After a successful coup the highwaymen slipped their cargo of plunder through to a waiting fishing smack. And that done, they would sit at ease in the Mermaid drinking, with their pistols ready on the table.

Time passed. Law came to Britain, the Mermaid, turned respectable, was an important hostelry, where the stage coaches, with their teams of straining horses, rattled out of a morning on the great ride to London.

Then, about the end of the eighteenth century, it ceased to be an inn. It was not till about forty years ago that it was discovered as a place of rare beauty.

Once more the Mermaid flourished as a tavern, and acquired its new fame as the resort of writers and artists.

But now this house of massive beam and winding passages lies silent, while strange words like "legal proceedings," "responsibility for liabilities," "board of directors" shatter its age-old dreams.

I think the present generation of playmen have got to hand it to the golfers of the old school. The game as they used to play it was both more scientific and more artistic than it is to-day.—Archie Compston.

and Brown and Tawny Owls.
Mrs. Reinshagen, Miss Choa, Miss Luck, Miss Bruce-Shepherd, Miss Cousins, Miss Howard-Smith.

The Colony Commissioner (Mrs. Southorn).

District Commissioner, Hong Kong (Mrs. W. J. Anderson).

District Commissioner, Kowloon (Mrs. H. Owen-Hughes).

Equipment Secretary (Mrs. S. Lack).

Badger, Secretary (Mrs. A. A. H. Phillips).

Colony Secretary (Mrs. T. H. King).

SEND THIS SUPPLEMENT
HOME WITH THE
Overland China Mail.

Hongkong Sunday Herald.

ILLUSTRATED SUPPLEMENT

SEND THIS SUPPLEMENT
HOME WITH THE
Overland China Mail.

HONG KONG, SUNDAY, MAY 31, 1931.

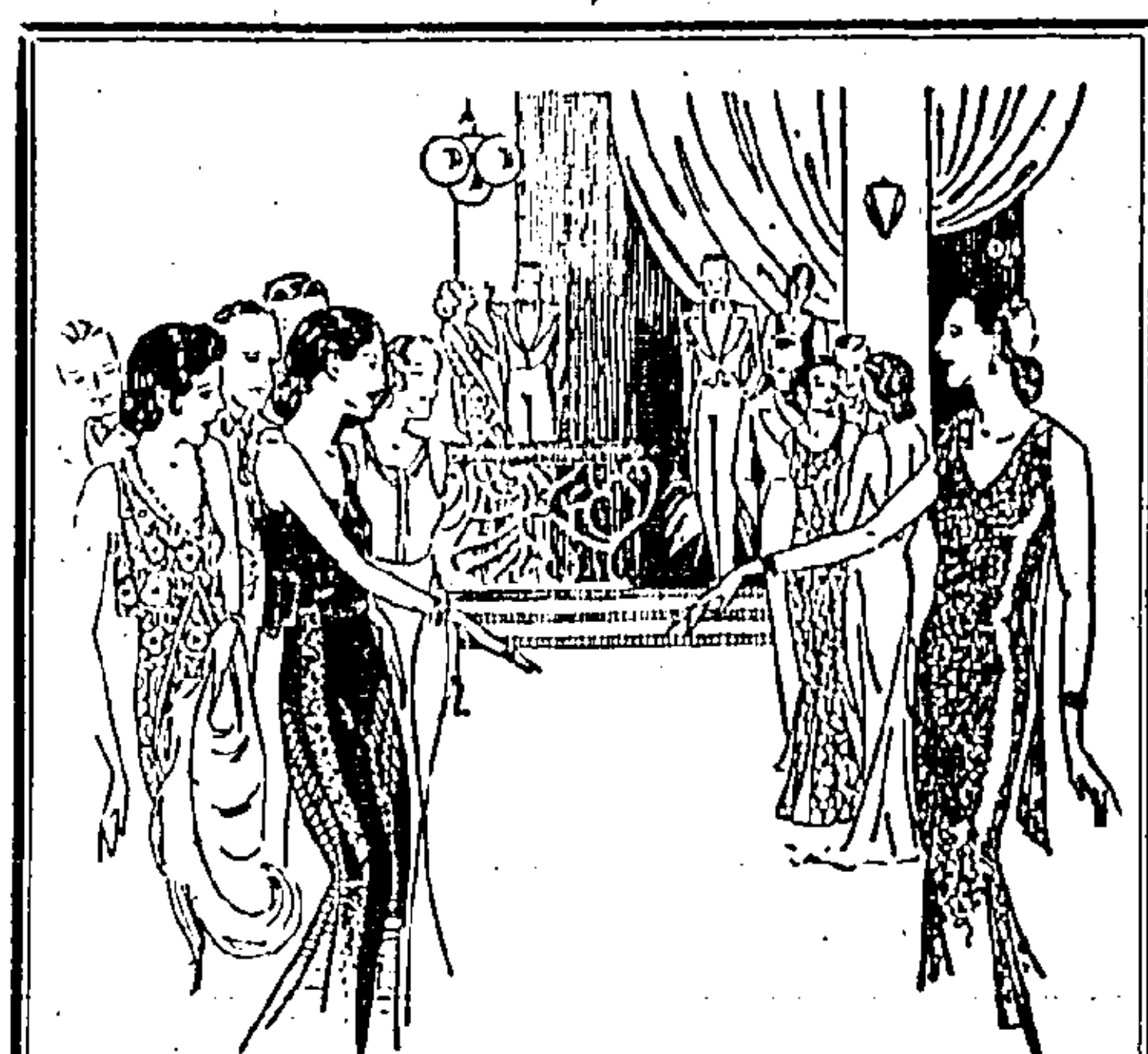


This is a picture of Chun Shing Typewriting School, opened since the year 1929, at No. 3, Old Bailey Street, Hong Kong. The principal, Mr. C. S. Kwok, graduated at Shanghai in 1925 and has had many years' experience in this work. The latest model "Remington", "Underwood" and "Royal" typewriters are provided for the use of the pupils and the best method of BLIND TOUGH SYSTEM is taught by the Principal, who guarantees within a short term to train any student to the acquirements and ability necessary to typing. He has trained many accurate and proficient Typists, and can supply your requirements any moment if required.

For further particulars, please apply to the Principal.
CHUN-SHING TYPEWRITING SCHOOL.
3, Old Bailey Street, Tel. 26883.



EXTENSIVE SHOW ROOMS.—A good photograph showing the large and well equipped show rooms of Messrs. Dodwell & Co., Ltd., in Queen's Building. Underwood typewriters, Sunstrand Adding and Subtracting machines, Victor Fire-Proof Safes and Refrigerators, all of which Messrs. Dodwell's are the sole agents, are displayed in the most attractive surroundings.



A Society Leader says:

"The position of leader calls for many qualities: a bold and enterprising spirit, and the ability to hold the devotion of those led—in other words, a genuine superiority. If this quality be absent the leadership passes."

In the scale of Sugars **TAIKOO SUGAR** by reason of its unrivalled superiority has held the lead for more than 40 years and to-day **TAIKOO CUBE SUGAR** is the Queen of all Table Sugars. In delicacy, appearance, and sweetening properties it is the Aristocrat.

TAIKOO PURE CANE SUGAR

THE HONG KONG & CHINA GAS COMPANY, LTD.

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Central Showroom—Ice House Street (Near Star Ferry).
Kowloon Showroom—246, Nathan Road (Corner of Jordan Road).

Telephone 20000.

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On Hire, Sale and Hire Purchase.

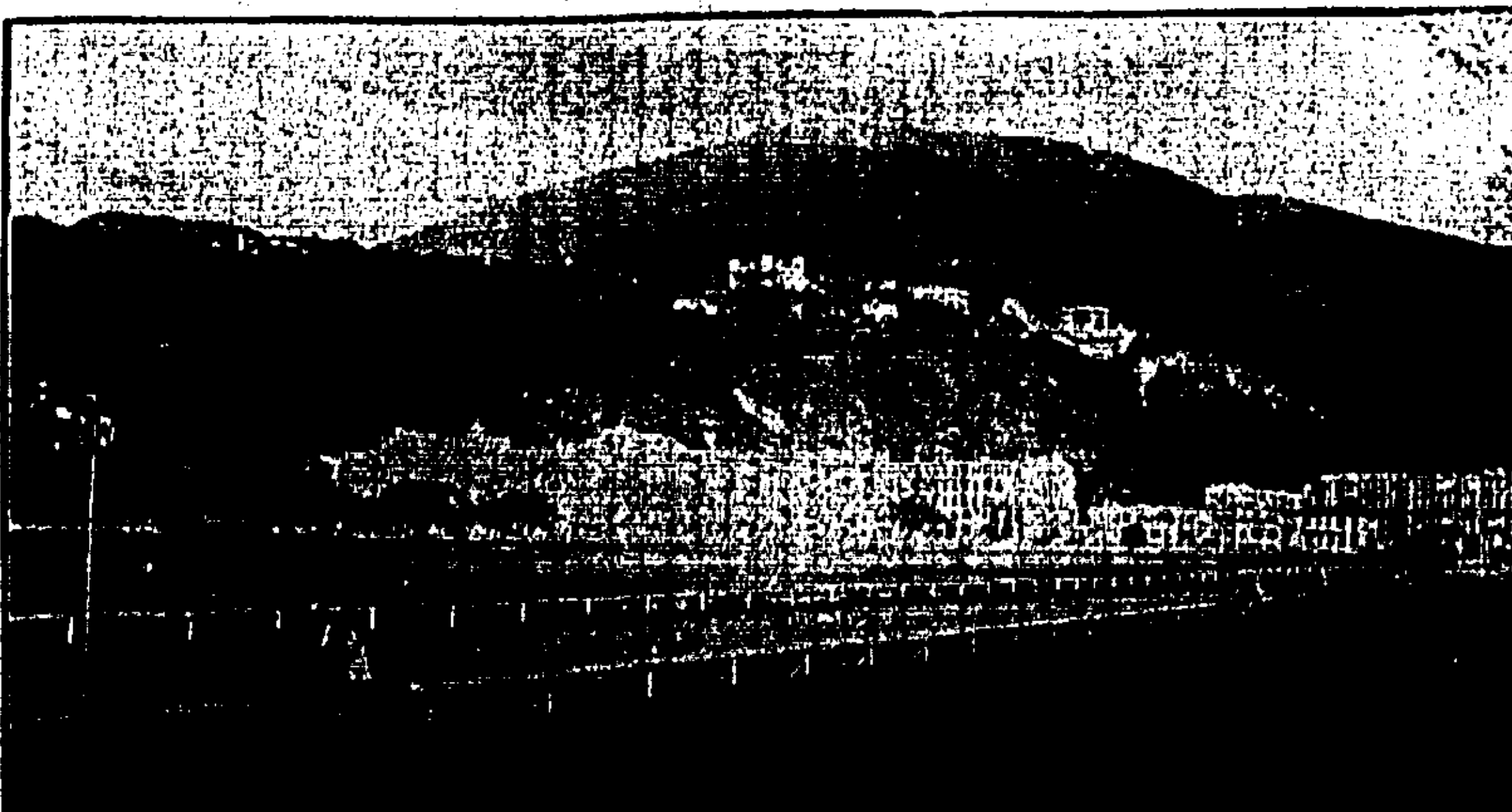
COKE & TAR SUPPLIED.
Please forward enquiries direct to this Company.



AFTER THE BATHE.—Swimmers taking a wash-down with fresh water after their bath at Repulse Bay during the Whitsun holidays, from the tap usefully provided by the P.W.D.



BEFORE THE RACE.—Messrs. G. U. da Roza, Ip Kuy-ying, and Frost photographed as they came out of the paddock for one of the races at Happy Valley on May 23.



APOLLO WINE.—A great wine, Apollo (Mr. Frost) of the fourth day of the month, was the winner of the race at Happy Valley on Saturday, May 23. Apollo is a red leading by many lengths in this picture, followed by the "Piper" (Mr. Harrison) and "Donatello" (Mr. Y. Shih) and a good third.

What are you afraid of?
Look at me! I have taken Gualacose for a long time. It keeps me free from colds. I can feel how it strengthens me and helps me to resist infection.
Colds are dangerous. They carry in themselves the seeds of severe and lasting diseases, such as catarrh, bronchitis, and lung troubles. To prevent them, you must take proper precautions. The best preventive is Gualacose. It protects and strengthens the body and raises its powers of resistance.

Gualacose
Diseases of the respiratory organs

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THE CHINESE RESTAURANT, LTD.

OPEN DAILY 11 A.M. TO MIDNIGHT.

We take pleasure in offering the following special menus for the consideration of our patrons. These special menus are prepared by our expert chef.

MENU.

1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Fried Chicken Slices with Preserved Greens.
5. Milk Gruel with Special Flavouring.
6. Steamed Rice Mixture.

Price: — \$2.00 per dinner per person.

1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Milk Gruel with Special Flavouring.
5. Steamed Rice Mixture.

Price: — \$1.50 per dinner per person.

There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, awabi, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

THE CHINESE RESTAURANT, LTD.

26, Des Voeux Road Central.
Y. C. LUM (Manager).

The WOMAN'S Page

The Hariram Art Emporium

EXPORTERS AND WHOLESALE MERCHANTS
HAVE ENLARGED THEIR RETAIL DEPARTMENT
UNDER THE NAME OF

HARIRAM SILK STORE

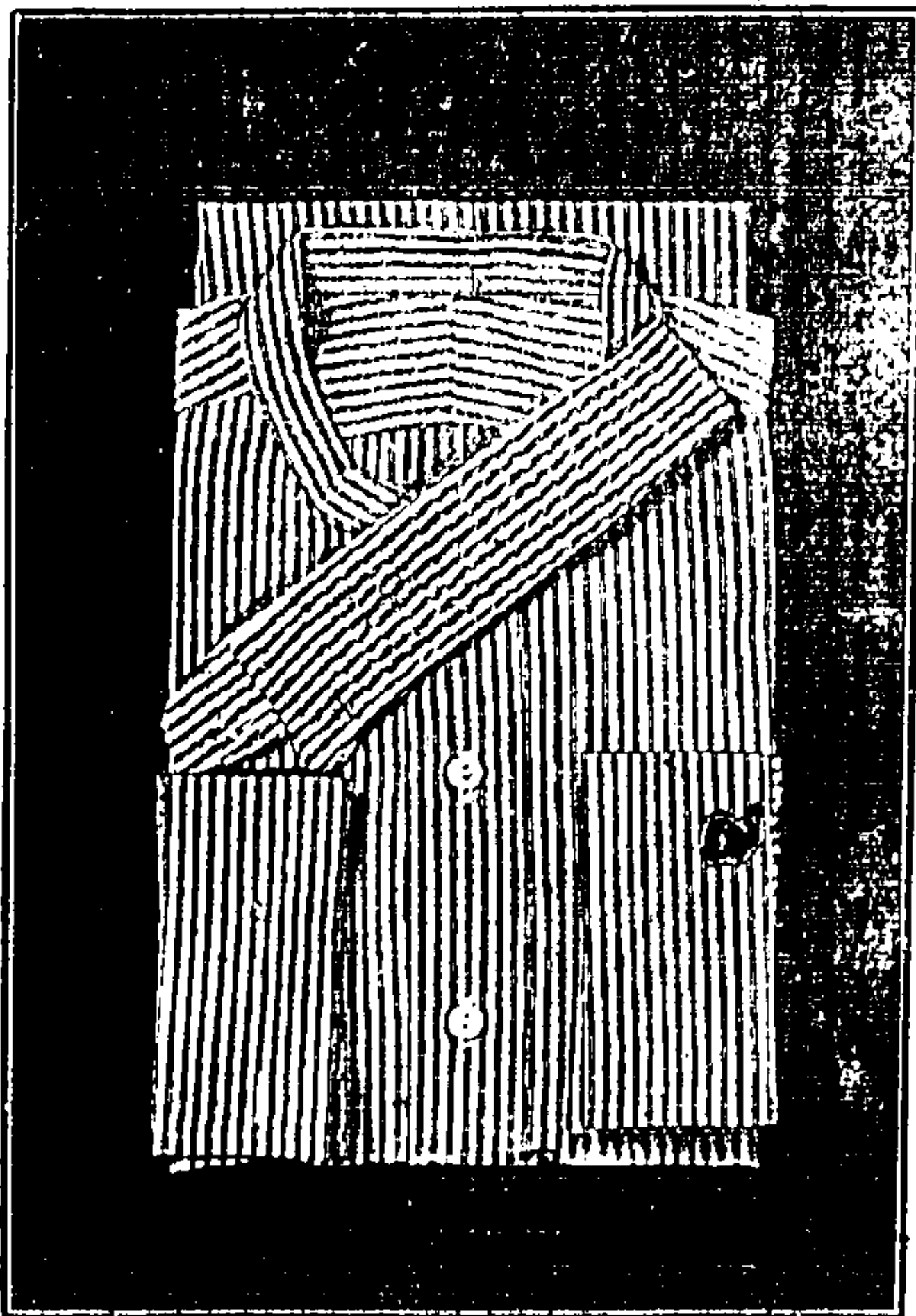
COMMENCING FROM TO-MORROW.

SPECIAL ATTENTION TO HONG KONG RESIDENTS!
All our customers will be able to purchase goods from us 20%
cheaper than any other store in the Colony, either in Hong Kong
or Kowloon, on account of our very low overhead expenses.



PRINTED CREPE-DE-CHINE

(Showing dimensions)
Printed Crepe-de-Chine, 27 inches
wide, unbreakable, so fine that it will
pass through the smallest of rings.
\$2.50 per yard.
Every Thread Guaranteed to be
Pure Silk.



GENTLEMEN'S SHIRTS

(Showing on June 8.)

Guaranteed a long life these shirts will wear well and will not
fade when washed. They are made of a new grade of silk and
the design is of a new type. These are undoubtedly the
best silk shirts on the market. Price \$7.50 each.

HARIRAM SILK STORE

The only manufacturers of silk goods and embroideries in the Colony.
We will soon show our customers how we are making embroidered
Bridge Collars.

Nathan Road, Kowloon.

Please call and inspect our goods.

UNDERCLOTHES.

Novelties For All
Occasions.

Summer underclothes are now de-
signed for every period of the day
and for all occupations. For wear
under morning suits there are
tailored Milanese silk, satin, or
crape-de-Chine sets, closely cut shirts
or chemises with short sleeves made
with flat hip-yokes. Some of these
shirts have brassiere tops, in sec-
tions, with adjustable shoulder-
straps, thus combining two gar-
ments in one. They are excellent
for playing games in and can be
made in colours to match a dress or
dress trimming.

A new garment is the "dickie-
knicker," which has a lace-fronted
sleeveless bodice with elastic at the
waist to allow for pouching over a
skirt, attached to shorts worn be-
neath it. So might children at the
beach wear a loose smock blouse
attached to shorts, but without the
over-skirt.

Evening lingerie, especially those
chemise sets and petticoats designed
to go under full flounced frocks is
often made of triple nylon, crape-
de-chine, and crape-de-Chine, allied
with either pale beige, rosy beige,



CHOCOLATE FUDGE.

Put the following ingredi-
ents into a three-pint sauce-
pan—a pound of granulated
sugar, a gill of milk, two
tablespoons of good cocoa
essence, and two ounces of
fresh butter. Place the sauce-
pan over the heat, stir with a
wooden spoon till the sugar
has dissolved, and then boil
quickly for eight minutes.
Pour the mixture at once into
a bowl, add half a teaspoon-
ful of vanilla essence, and
beat briskly till very thick and
beginning to harden. Turn
into a shallow buttered tin,
and cut the fudge into squares
when cool. To ensure success,
everything must be done very
quickly; the vanilla essence
should be at hand ready for
flavouring, and the beating
start as soon as possible after
the mixture is poured into the
bowl.



subweb-gray or ochre Racine or
Alençon lace, incrustated or inset in
the form of panels, goblets, or
cuffs. From under these deco-
rations of lace sometimes fall killed
frills just where the fullness of the
frill allows room for freedom of
movement.

Fitting by Sections.

There is much fitting by sections
at present. A material is cut into
several shaped pieces which, when
seamed together, mould the figure
and form a supporting sheath.
Often some of these sections are
laced inset diagonally between strips
of the material. Many of the long
petticoat-slips have bodices made in
this manner to avoid the necessity
of an uplift brassiere beneath.
Nearly all are cut very low at the
back.

In Paris there are princess slips
which can be unfastened down the



Perfect Fit Guaranteed.

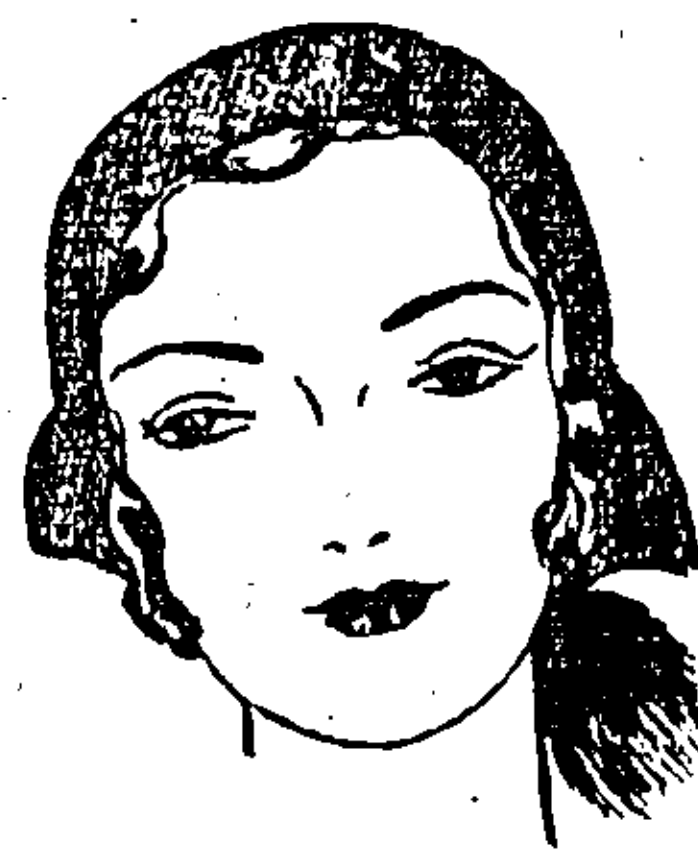
L'ECLAT

Wing Lok Building, Kowloon.
Tel. 56814.

HALF-LONG HAIR.

Art Of Keeping It
Tidy.

The grower of long hair might
well make more use of an ingenious
little contrivance which induces
neatness just when the half-length
of the hair makes this so difficult.
The contrivance consists of a hoop
of horn or celluloid which is hinged
in the middle. The ends of as much
hair as is long enough for the pur-
pose are placed between the two
half-circles of the hoop, bent to-
gether by means of the hinge. The
half-hoop is turned round, the hair
being wound round it as it goes. If
the hair is very short the hoop is
turned under, and the short hairs
at the nape of the neck are thus
secured. As the hair grows longer
the hoop is turned outwards, giving
a pleasing roll of hair along the
base of the neck. The roll gives a
good shape to a head, and if the
back is too long or too flat, it
modifies this pleasantly.
Half-length hair seems to be
gaining favour, but, except for the



very young, it is rather too spaniel-
like and suggests the portrait of
Elizabeth Barrett Browning, with
locks like apollo's ears, in the Na-
tional Portrait Gallery. Another
way of managing it is to curl it or
wave it and bring the ends of the
curl forward over the ears in a
circle, so that the extreme end is to-
wards the front. This also gives a
good line to the head. A crisp curl
all round the edge of the hair is
becoming, but it is difficult to keep
in place. It either means very
drastic permanent waving or it has
to be stuck with some fixing mix-
ture, and thereby loses some of the
hair-like qualities. Most people's
objection to long hair is based on
their dislike of hairpins. With one
or two simple little apparatus hair-
pins can be entirely avoided with
longer hair.

Moderately priced
Leghorn hats that
are both chic and
cool have just
been received by
Eunice Arnold. If
you call at 4
Torres Buildings
you will be
delighted with
these fascinating
shapes.

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'PHONE 25169.

ALEXANDER'S LUSTROUS
OIL PERMANENT HAIR
WAVING. It is a new method
of wiggling the hair from the
ends, toward the scalp, assur-
ing complete satisfaction.

There are plenty of Hair-
dressers who can do permanent,
frizzing and kinking. But
large, soft and natural waves
are Art Conscientious Artistic
work by European Expert, Mr.
Alexander.



CHARGES MODERATE.
A VISIT WILL CONVINCE YOU.

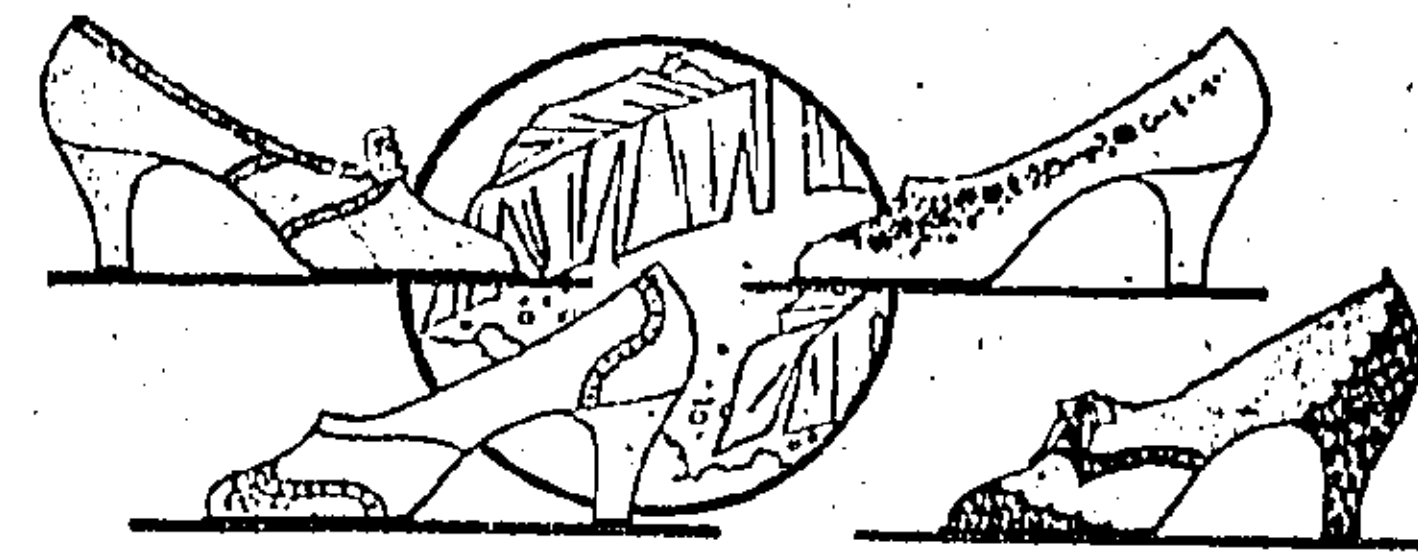
All kinds of Theatrical and Hair work done, also Wigs for Sale and on Hire.

We are the only specialists
in Hong Kong who are skilled
in the art of

FINGER and MARCEL
WAVES.

Shampooing, Oil Treatment,
Henna Pack (any colour)
Massage, Hair Cutting, and
Manicure for Ladies' and
Gentlemen.

Pedder Building,
1st Floor,
Opposite entrance,
HONG KONG HOTEL.



HONG KONG'S LEADING BEAUTY SPECIALIST

MONSIEUR LOUIS

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Tel. 27411.

THE JADE TREE LTD.

For PEKING RUGS
AND
CARPETS.

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The Peninsula Hotel Hairdresser
Specializing in
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ing, Finger Waving, Marcelling,
Hair Cutting, Scalp Treatment,
Dandruff Treatment, Electrical
Massage, Moles and Warts Re-
moved, Peroxidizing, Hair Re-
moved, Rejuvenating Masques,
Eye Brow Pluck, Shampooing,
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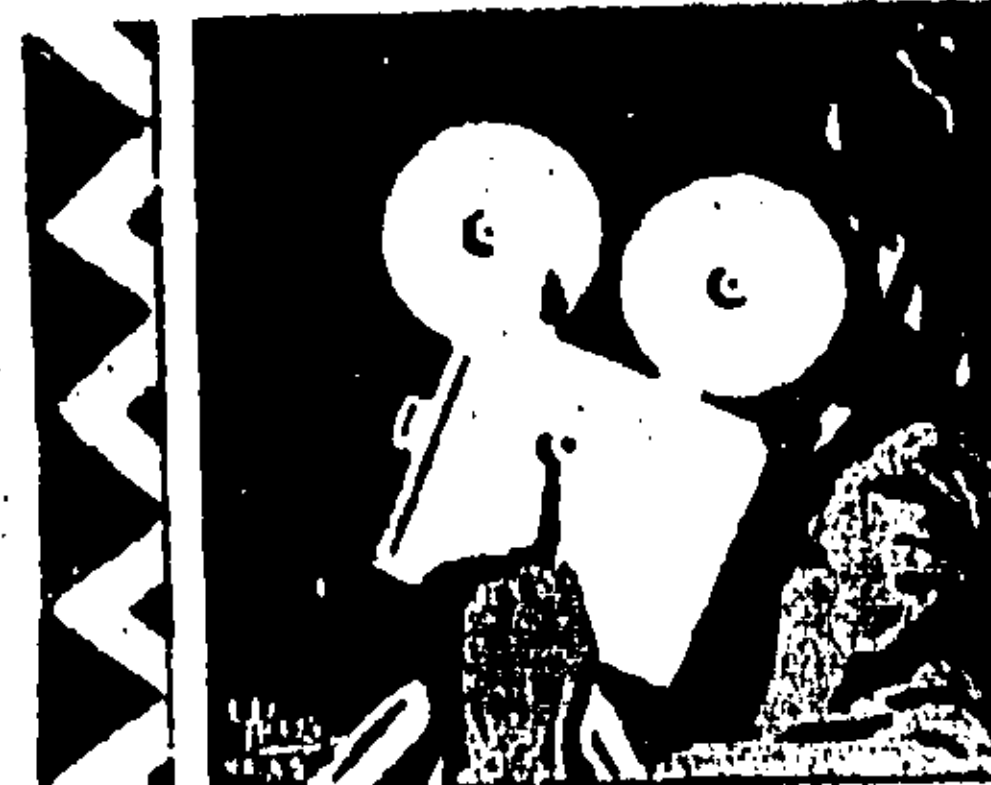


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Entrance Gordon's
Mezzanine Floor.



AMUSEMENTS

OF HONG KONG.



FINAL SIMULTANEOUS SHOWINGS TO-DAY
at QUEEN'S - STAR - WORLD

TRADER

HORN

FROM TO-MORROW
AT THE
QUEEN'S
ONLY

From the book by
ETHELREDA
LEWIS



TRADER
HORN himself
The old elephant
hunter whose exploits
are now brought
to the screen



THE
BOOK
read and
loved by
millions

YOU'LL HEAR, YOU'LL SEE
JUNGLE THRILLS NEVER
BEFORE FILMED!

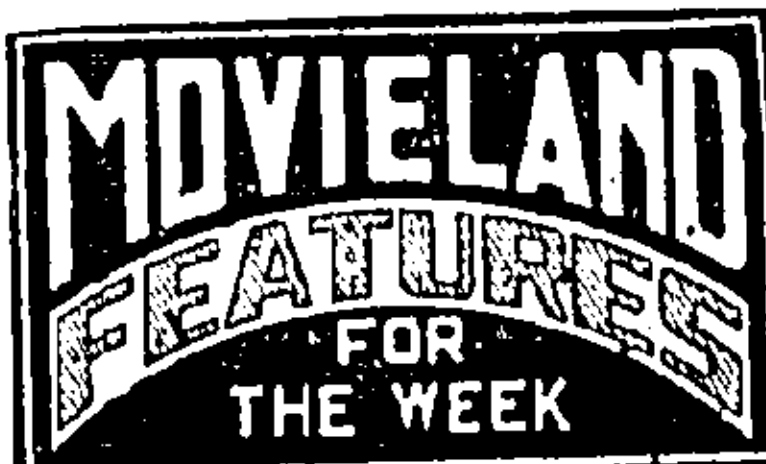
AMAZING!

Amazing beyond belief what you will see and hear! Lions in mortal
combat! Beasts of the jungle and savage tribes in primitive conflict!
Survival of the fittest in civilization's last untamed frontier!

with HARRY CAREY, DUNCAN
RENALDO, EDWINA BOOTH

directed by

W. S. VAN DYKE



QUEEN'S THEATRE.
Daily at 2.15, 5.00, 7.10
and 9.20.

Showing to-day:—"Trader Horn,"
M-G-M's miracle production
featuring Harry Carey, Ed-
wina Booth and Duncan
Renaldo.

Next change:—M-G-M's Cosmo-
politan production, "A Lady's
Morals" Grace Moore support-
ed by Reginald Denny and
Wallace Beery in the love
career of Jenny Lind.

SIDNEY FRANKLIN'S FORTE IS
SOPHISTICATED DRAMA.

"Sophistication" in screen drama
isn't what people think it is at all.
In fact, it's just the opposite, ac-
cording to Sidney Franklin, hailed
as the screen's premier sophisti-
cated director. Franklin,
who directed Grace Moore in "A
Lady's Morals," her first Metro-
Goldwyn-Mayer talking picture,
based on the life of Jenny Lind,
and coming shortly to the Queen's
Theatre, says he never tries to be
"sophisticated" at all.

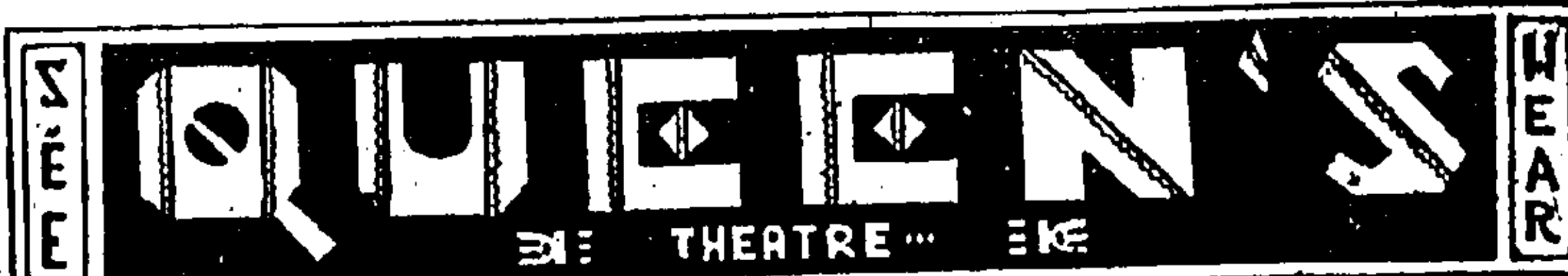
"All I have ever done," says the
director, "has been to try to catch
the spirit of the author and sin-
cerely transfer it to the screen.
That I happened to have 'Quality
Street,' by Barrie, 'The Last of
Mrs. Cheyne,' by Lonsdale, and
others of that type of play to direct
has resulted in my being called a
directorial sophisticate. But I'm
not the sophisticate at all. Barrie
and Lonsdale are the fellows."

Franklin's idea of directing is,
in a nutshell, sincerity and atten-
tion to detail. He loves to go into
little details that echo the spirit of
the play, and because of his skill
in finding these details he has be-
come famous as a deft delineator
of humanity.

In the present picture he direct-
ed Miss Moore as a reincarnated
Jenny Lind, in a vivid play dealing
with the singer's rise to fame and
her love for the blind composer
that almost wrecked her life and
her career. Gorgeous musical
numbers in operatic scenes and
otherwise in the drama abound, but
the music is a definite part of the
drama, and the story is one of
gripping heart interest.

The new picture was staged on a
lavish scale and with a remarkable
cast. Reginald Denny appears as
Brandt, the composer-lover, and
Wallace Beery as the late P. T.
Barnum in the scenes showing the
singer's debut in New York.
Others in the cast include Jobyna
Howland as the droll companion,
Gus Shy, Gilbert Emery, George F.
Marion.

NEXT CHANGE AT THE



"The kiss of a vanished lover
haunted her memory!"



He had brought love suddenly, amazingly
into her life — and then had vanished out
of it. The world offered her homage —
she wanted only his kisses.

Few love stories of the screen have ever
gripped you with such power, sincerity
and beauty.

METRO-GOLDWYN
MAYER'S triumphant
COSMOPOLITAN
production

directed by

SIDNEY

FRANKLIN

ADDED ATTRACTION—

VISIT PEKING

with

THE MOVIE TONE
TRAVELOGUE.

A LADY'S MORALS

with

GRACE MOORE

the gorgeous stage and Metropolitan
Opera star

REGINALD DENNY

WALLACE BEERY

JOBYNA HOWLAND

"TRADER HORN" RECEIVES CRITICAL ACCLAIM.

The opening of Metro-Goldwyn-Mayer's long-awaited production
of "Trader Horn" proved a spectacular event when the picture was
unveiled at the Astor Theatre in New York before a typical metro-
politan audience. Unrestrained enthusiasm greeted the sensational
episodes of the story and the ovation that followed the film was a
remarkable one. New York reviewers outdid themselves in super-
latives in describing the merits of this epic story of African adven-
ture. Excerpts from the reviews are quoted here:

Times (Mordaunt Hall): "The
shrewdly fashioned jungle melo-
drama proved to be thoroughly ex-
citing to the spectators last night
and it seemed as though many of
them were a bit nearer than they
ever wanted to be to a big game
hunt. The sequences showing the
persons making their way through
the jungle and the sound of the
beating of the black man's drums
are emphatically stirring."

Morning World (James Gow):
"The most hardened film goes
quivered in their seats a little
breathlessly, as 'Trader Horn'
was projected on the screen of the
Astor last night. For the picture
contains thrills as intense as I,
for one, should care to witness.
The fauna of Africa is photo-
graphed in the most intimate poses
imaginable."

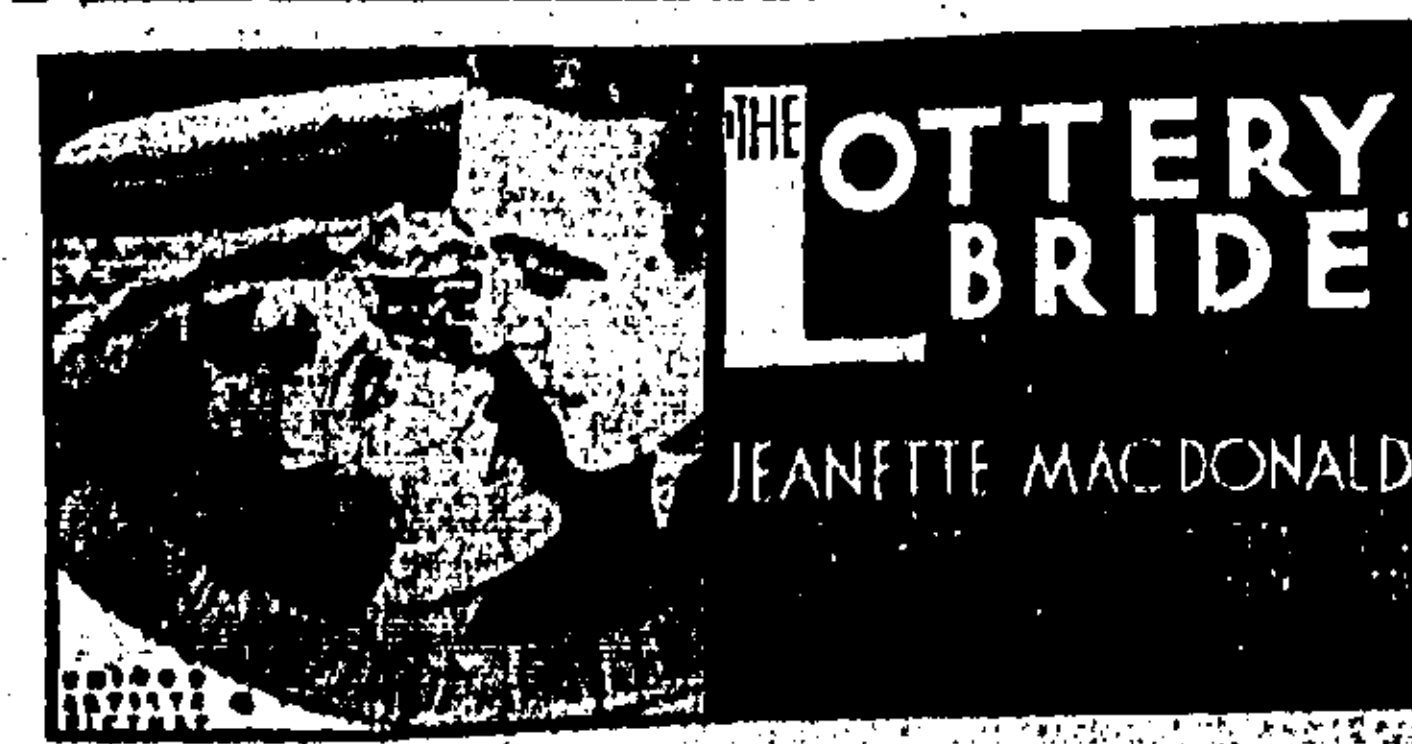
Mirror (Bland Johannesburg):
"Trader Horn" is at once a cork-
ing melodrama and a grand travel-
ogue. A picture among pictures.
Packed with thrills and beauty.
This stirring story is unfolded
against settings of breath-taking
beauty. It is said that Metro-

Goldwyn-Mayer spent over \$1,000,
000 in filming this piece in Afri-
ca. The stunning wild animal
scenes and the gorgeous jungle
backgrounds were cheap at that
price. They are marvellous.
Don't miss 'Trader Horn.' It's a
magnificent achievement."

Daily News (Irene Thier):
"Trader Horn" is as thrilling as
a trip to the Congo—for those
who'll take their savages and
jungle animals pictorially. W. S.
Van Dyke's picture packs one
punch after another and it is al-
ways breath-taking. . . . a picture
which should fascinate Broadway
audiences for some time to come."

American (Regina Crews):
"There never was a picture like
this. It is drama in the raw with
the blood of wild men and wild
beasts fairly splattered on the
screen. Strong meat. But there's
more hair-raising, spine-shivering
excellence to every foot of film
than may be boasted by any picture
yet camera-captured. 'Trader
Horn' is perhaps the African film
to end all African films. Surely
none of them can compare with it."

COMING SHORTLY



COMING SOON
GAUMONT BRITISH PICTURES
PRESENTS

"BALACLAVA"

PRODUCED BY GAINSBOROUGH CO.

"LITTLE" MISS BRIAN WOULD BE
KNOWN AS ADULT, IF
YOU PLEASE.

Hollywood's Wendy has grown up. Six years ago Mary Brian went to the film capital from Dallas, Texas, a high school girl in her early teens. She won the part of Wendy in "Peter Pan" and made such an impression with it that she has had a hard time ever since making the public forget her as a child.

She presented her own views of the situation recently while working opposite Jack Oakie in the comedian's first starring picture, "The Social Lion."

"Getting into pictures was hard enough," she said, "But was easy compared with living down Wendy. For the next two or three years a cast announcement of me was never printed without some reference being made to my having played Wendy. People spoke of me as that 'little girl.' But the years have remedied the fault, and Hollywood at last realizes that I am grown up. Talking pictures had much to do with the changed impression."

Although she played roles in more than 20 silent pictures, it was the audible which gave her the big chance to display her dramatic capabilities.

With the exception of "The Marriage Playground" all her talking pictures have brought her before the public as a grown-up young woman.

The eight other talking productions in which she has appeared show her to be the adult she has wanted to be known as since that initial role in "Peter Pan." These pictures are "The Man I Love," "The Virginian," "River of Romance," "The Kibitzer," "Burning Up," "The Light of Western Stars," "Only the Brave" and "The Social Lion."

In "The Social Lion," which comes to the Central Theatre soon, Miss Brian portrays a romantic young switch-board operator in a swanky country club where Jack Oakie has been drafted as a member of the polo team because of his prowess in the game, learned while he was an enlisted cavalryman.

A. Edward Sutherland, who

LOCAL CROWDS LAUD "FRAME"

Providing to be one of the most effective and gripping talking screen dramas seen here this year, "Framed," the feature presentation at the Central Theatre, won favourable comment from opening day audiences yesterday.

"Framed" is based on a most powerful story of activities in metropolitan gangland. This type of story has been done before in pictures, to be true, but never more effectively than in this offering. "Framed" has a double-surprise climax that puts it definitely in a class by itself. Local audiences had no advance conception of the plot twist and the wind-up came as a definite surprise.

Evelyn Brent, that superb actress who scored so sensationally in "Underworld," "The Drag Net," "Interference" and "Slightly Scared," is the central figure in this drama of gangland intrigue. Miss Brent would all but walk away with the show if it were not that Radio Pictures have supplied an unusually capable supporting cast.

Regis Toomey, who gained screen fame in "Alibi," appears opposite Miss Brent and gives a performance admirable for its restraint and understanding. Perhaps the greatest surprise performance is given by a new-comer to the screen — Ralf Harolde, veteran player from the legitimate stage. Harolde's performance in the "heavy" role is one of the finest ever to grace the talking screen.

Minor roles are well handled by Maurice Black, William Holden and Robert Emmet O'Connor. George Archambaud, the director, has given the film an atmosphere of tenseness and suspense that does not lag for a moment.

"Framed" is a talking screen achievement that should not be missed.

directed "Burning Up," in which Miss Brian played opposite Richard Arlen, is the director of "The Social Lion."

In the cast with Oakie and Miss Brian are Skeets Gallagher, Charles Sellon, Cyril Ring, Olive Borden, and other popular players.

CENTRAL THEATRE

TO-DAY ONLY

HERE AT LAST—
THE SHOW THE
TOWN AWAITS!

Straight into the heart of
gangland goes this sting-
ing search for the true
story behind lawlessness
for the inside dope on the
boys who shoot in the back
—and are never found out!

FRAMED

EVELYN BRENT
REGIS TOOMEY



Glamorous heroine of "Under-
world" and brilliant young star of
"Alibi" in their most powerful talk-
ing picture roles.

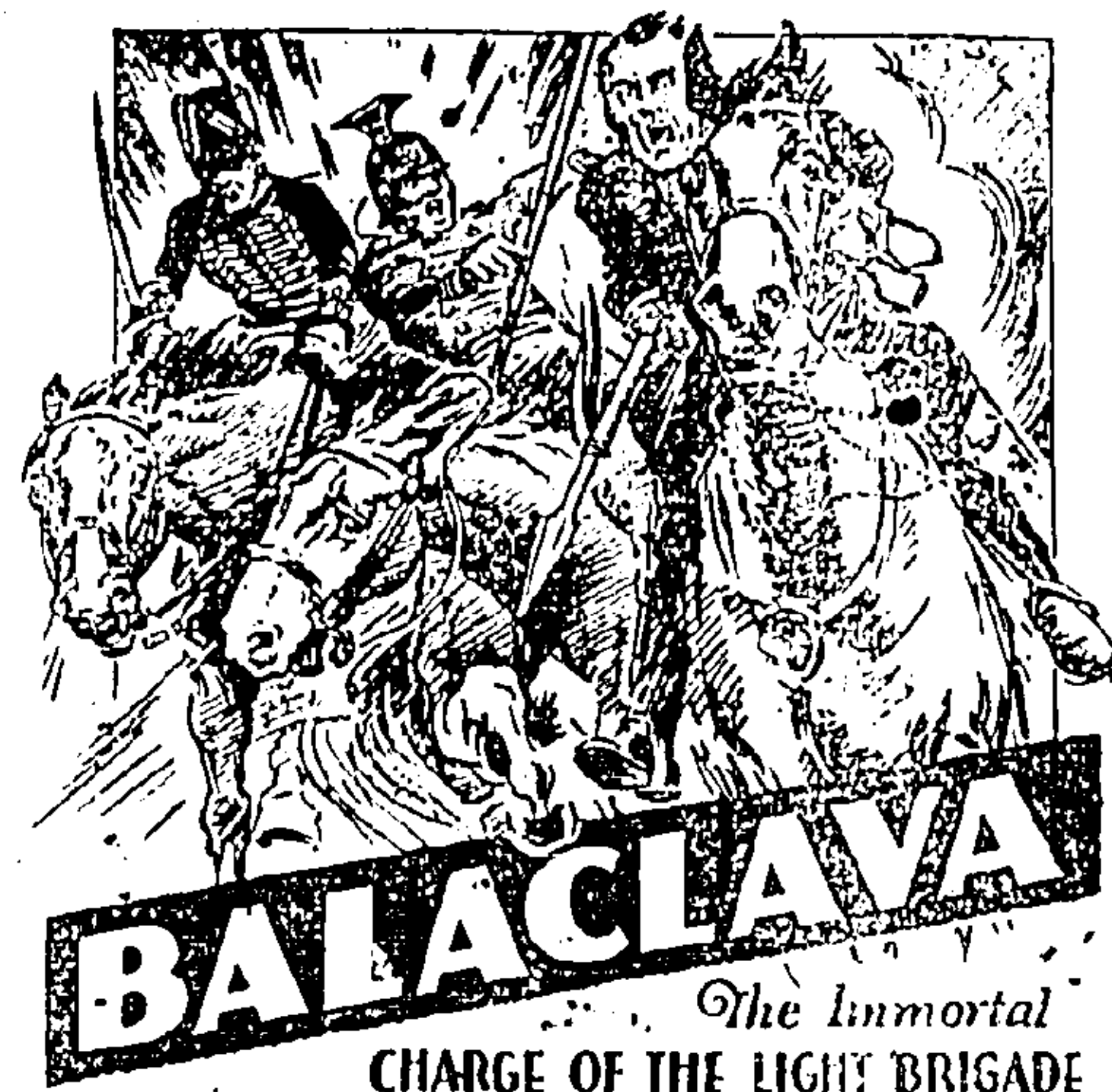
Revealing as never before the insidious plots of
gangland the dark secrets of the night. A stir-
ring expose of war to the death between the
long arm of the law and its scheming enemies!

COMING SOON
GAUMONT BRITISH PICTURES
PRESENTS

"BALACLAVA"

PRODUCED BY GAINSBOROUGH CO.

COMING SOON
A BRITISH PICTURE



THRILLING EXPLOITS MARK
COOPER FILM.

War-time exploits of the Engineer Corps are effectively reproduced in Gary Cooper's latest starring film, "A Man from Wyoming," in which the gallant Gary portrays a captain in that famous branch of the A.E.F. A pontoon bridge 150 feet long and 16 feet wide was smashed by shell-fire explosions for one of the scenes. The bridge was built over a stream, the outlet of Malibu Lake in California. Dynamite blasts, producing the effect of exploding shells, sent the structure flying into splinters, the force of the explosions throwing huge chunks of timber 60 feet and more into the air. Safety lines were drawn fifty yards around the bridge for the protection of workers while Cooper and his men

dared death and possible injuries working in the scene.

An ambulance was sunk to a watery grave in another scene. The ambulance was sent speeding over the bridge until it reached a point at which a bomb had been planted. The explosion turned the car on its side and tore a gap in the bridge. Cooper and his squad of engineers then rushed on to the bridge and with a mighty heave-ho sent the wrecked automobile into ten feet of water. Such were the methods engineers were compelled to resort to during the war to keep bridges and roads clear for the troops and supplies.

June Collyer appears opposite Cooper in the film with Regis Toomey (James Durkin, E. H. Calvert, Mary Foy, Ed Deering, and Morgan Farley in the supporting cast.

STARTING MONDAY, JUNE 1st

THE FIRST CHINESE ALL
TALKING SINGING DRAMA

Miss BUTTERFLY WU

IN

"THE SINGING PEONY"

Produced By

STAR MOTION PICTURE CO., LTD.

Recorded By

PATHE-ORIENT

Directed By

S. C. CHANG

Presented By

THE MASS PICTURE CO., LTD.

"THE BROADWAY HOOFER"
VERITABLE FASHION REVUE.

The dainty and charming Marie Saxon of musical comedy fame makes her motion picture debut in "The Broadway Hooper," the all-talking musical romance scheduled to play at the Central Theatre soon. Known all along the "Gay White Way" as a criterion for the last word in fashion dictates, Marie brings to this musical romance a great deal of smartness through a diversified and extremely attractive wardrobe.

Her outfits range from a simple sport dress fashioned along the lines of a sailor uniform to elaborate evening ensembles of sequins and tulle. Each creation is youthful, attractive and modish. Her characterization calls for her to appear for the major part in formal clothes. Her selection would set any woman's heart aflutter. Outstanding among these formal frocks is a black chiffon combined with silver cloth. The pearl and crystal embroidered silver cloth bodice is attached to a flesh chiffon foundation. . . . Low in the front and beginning at the waist moulding to the hips in the back, it creates the illusion of a bare back. Black chiffon flowers trail from the left shoulder to the waist, at which point they are fastened to the silver cloth. The effect is both novel and effective. The black chiffon skirt falls in uneven points to ankle length in the back and slides and knee-length in the front.

Marie Saxon, vivacious Broadway musical comedy star who was featured in such popular successes as "Battling Butler," "My Girl," "Merry, Merry" and "Ups-A-Daisy," makes her motion picture debut in "The Broadway Hooper," the Columbia all-talking musical romance that is scheduled to play at the Central Theatre soon. Co-starred with her are Jack Egan and Louise Fazenda. George Archambaud handled the megaphone.

Miss Saxon brings to the screen beauty, personality, a charming mezzo-soprano voice and outstanding talent in the topographical art. With these attributes, a triumphant screen career unquestionably awaits her. Columbia has chosen her first vehicle with much care and has surrounded her with a cast of uniform excellence.

COMING SOON

ALL-TALKING SINGING MUSICAL ROMANCE

COLUMBIA
PICTURES
presents

MARIE SAXON
JACK EGAN
LOUISE FAZENDA

THE HIT OF
THE YEAR

"The BROADWAY HOOFER"

Colourful

Litling melodies, peppy dance numbers and a tender romance of love in the world of make-believe! Tears and laughter delightfully combined with music and dance.

Musical drama that is different.

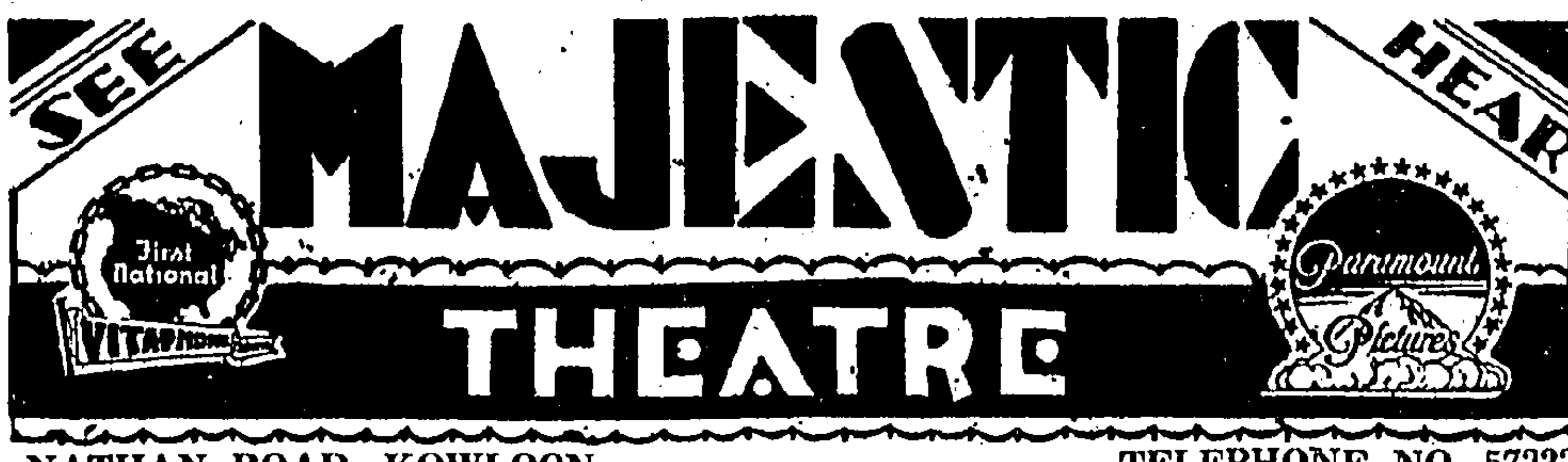


BEAUTIFUL ROMANCE, DARING DRAMA,
CATCHY SONG NUMBERS, JAZZY DANCE
ENSEMBLES AND CLEVER COMEDY IN A
MOTION PICTURE THAT IS THE LAST WORD IN
EYE AND EAR ENTERTAINMENT.

COMING



JACK MULHALL
IN
TWIN BEDS



NATHAN ROAD, KOWLOON.

TELEPHONE NO. 57222.

COMING



Richard Barthelmess
IN
DRAW

TO-DAY TO WEDNESDAY

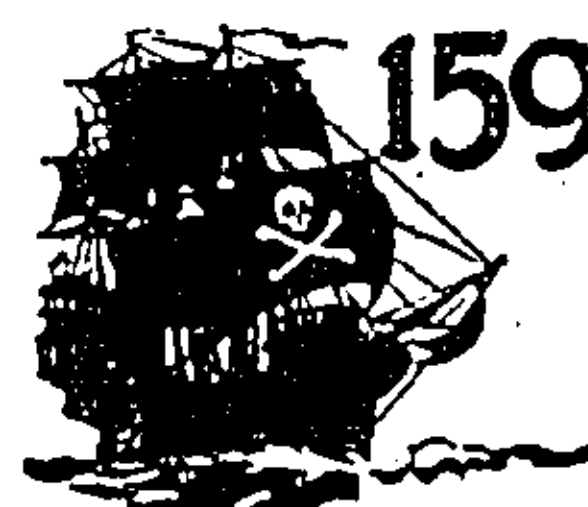


This Roman Galley from Nero's Fleet, in



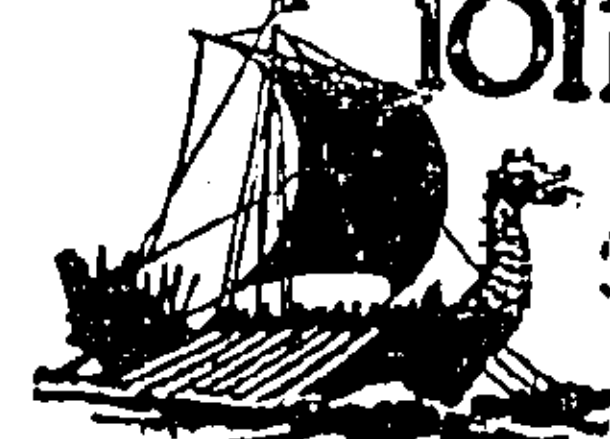
57AD

you've never seen before.
With skull and crossbones flying,
and cutlasses gleaming
neath a tropic moon, in



1592

In the year



1011

the Viking ship "Erik" bent sail
from his Arctic port, with blonde
giants tugging at its sails and
guided by the stars. Then after
weeks and months of countless
sailing the Norsemen sighted
land! But was it land? It
looked like a port, for many ships
lay at rest! The Viking ship
never returned.

This Grand Clipper, faster than



1814

with brawny sailors singing
chanties as they unfurled its
ghost wings. And on stormy
nights they would remember the
tales of an Island of Lost Ships
in mid-Atlantic, locked together
in a tangle of sea-weed, from
which no man ever returned.
Wives and sweethearts mourned
—and Lloyds of London marked
it missing.

Hunted, fired upon, but never



1916

this valder, like a steel shark,
spread terror in the sea—no gun-
ner seemed able to pierce its
heart. Where did it go? Did
Davy Jones put it in his locker?
Not an ocean of sea-weed
gobbled it up and its crew, per-
haps, came to live in the strange
empire called The Isle of Lost
Ships.

THE ISLE OF
LOST SHIPS

An empire of ghost vessels
with a strange population of
castaways ruled over by a
giant brute—and with a law
among them that every
woman must choose a mate
within a day. A tale of Ad-
venture, Romance, Love like

HOLLYWOOD'S LUCKIEST DOG
RESCUED FROM CITY POUND.

Saved From Asphyxiation For
Role In Movietone's
"Part Time Wife."

You lucky dog!
What a phrase to sum up good
fortune! But here in an instance
where it really and truly is applic-
able to the luckiest dog alive—
"Tony" the Shepper Newfound-
er—Leaving to Tommy Clifford and ap-
pearing with him in "Part Time
Wife," Fox movietone romantic
comedy coming to the Majestic
Theatre next Sunday, with Edmund
Lowe and Leila Hyams in the fea-
tured leads.

The drama deals with an irri-
table, stubborn husband whose pret-
ty bride left him because of his
fury temper. A little Irish caddy
and his lovable mutt dog become
pals of the man, and through their
influence on his character he suc-
ceeds in gaining the wife's forgive-
ness.

Hundreds of trained dogs are
available in Hollywood for every
sort of screen requirement, but
such as he might, Leo McCarey,
who directed "Part Time Wife,"
could not find one that looked like a
Shepper Newfounder.

Finally someone suggested he try
the city pound. Sure enough, a
visit there resulted in finding
"Tony," one of the most comical ap-
pearing, yet lovable types that ever
appeared on the screen. That was
the first break for "Tony," since his
time at the pound was just about up
and he would have met death by
execution, the fate of all dogs col-
lected by the poundmaster, had not
McCarey saved his life.

Then began a period of good care
and training for "Tony." He was
given to Tommy Clifford, who play-
ing with him every day until the dog
learned to follow him around the lot,
into offices, and everywhere that
Tommy went.

This was weeks before actual film-
ing of the picture started. The
friendship between the boy and dog
grew to be genuine. To say that
"Tony" was lucky would be putting
it mildly, for he was more pamper-
ed than King of the film, by every-
body at Fox Studios.

During the filming of the picture,
"Tony" played his part well. He
had mastered all the tricks required
of him in the story, and his per-
formance is said to be one of the
most intelligent ever given by a
canine actor. In the picture you
can see him "playing dead" with
his soft brown eyes looking at
Tommy who is struggling to bring
him back to life. The scene is filled
with touching emotion, and must be
recorded as one of the most tender
ever caught by the camera.

Needless to say, when production
was finished "Tony" was sent
back to the pound. He is Tommy
Clifford's best pal, and will remain
so for the rest of his life.

"Part Time Wife" is the audible
filmation of Stewart Edward
White's story, the "Shepper New-
founder," which appeared in a
popular national weekly magazine
recently. Raymond L. Schrock and
Leo McCarey adapted the story for
the screen play and wrote the dia-
logue.

Among the many players taking
part in this domestic mix-up
comedy are Walter McGrail, Louis
Payne, Sam Lufkin, Bodil Roising,
and George Corcoran.

ONCE LIVED PART AS EXTRA;
LEILA HYAMS ACTS ROLE
IN FILM.

There are any number of ways
for a part time wife to earn an in-
dependent income, even if they
don't conform to some husband's
ideas of propriety.

Leila Hyams demonstrates this
fact conclusively in the Fox movie-
tone comedy of marital mix-ups,
"Part Time Wife," coming to the
Majestic Theatre, in which she por-
trays the feminine lead opposite
Edmund Lowe.

"The most astounding thing
about this picture to me," Miss
Hyams calls, "is the fact that the
scenario I did for a livelihood be-
fore I got a start in pictures. I
didn't consider them immoral then,
as I certainly do not now, although
I can see how a conscientious young
husband, such as Edmund Lowe por-
trays in the story, would get all
burned up about a wife who insisted
on doing such things."

(Continued in Column 7.)

STARTLING CONTRASTS OF BEAUTY AND GROTESQUE
IN TYPES AND SCENES OF "ISLE OF LOST SHIPS."

High drama on the high seas—
drama that reaches over three hun-
dred ships and a floating island in
the mysterious Sargasso!

That describes "The Isle of Lost
Ships," one of the most novel, strik-
ing and imaginative film epics ever
spun by scenarists, director and
actors.

A picture that was months in
the making at First National
Vitaphone Studios in Burbank, and
on the Pacific Ocean, it represents
a celluloid orgy of imagination,
with dramatic climaxes, photo-
graphic beauty, scenic miracles—
and a casting director's nightmare!

Fifty-two of the ugliest men in
California, gathered together by
combining Hollywood's extra ranks,
pugilism, the waterfront and the
slums, represent the derelict humans
who drifted in on abandoned ships
—to "The Isle of Lost Ships!"
Some of them are almost incredibly
grotesque, and they form a human
background that symbolizes and
complements the hundreds of wreck-
ed ships floating on a seaweed island
as the scenic background.

However, these bizarre features
of the picture form a contrasting
frame for the beautiful in scenery—
marine and human! Leading the
latter is lovely Virginia Valli, the
heroine, and the prize sought by the
fifty-two ugly men when she, with
the hero (Jason Robards) and a
New York detective (Robert
O'Connor) are shipwrecked on the
floating island.

Our hero is in charge of the grim
detective, for he is wanted in New
York for murder. That doesn't
prevent him from fighting Noah
Beery, head of the amazing island
crew, for the possession of the girl;
from saving his captor's life, get-
ting away with some pirate treas-
ure, escaping in a submarine, all
by virtue of quick and handy fists,
knack and brains.

Then there's a little matter of
underscen scenes, where the "sub" is
stranded in the seaweed and our
hero has to be shot from a torpedo

tube to cut her loose and let her
come to the surface!

A full-sized ocean liner, with
hundreds aboard, collides with a
derelict and is wrecked for a begin-
ning "punch" in the story. Robards
can't leave the ship, as most of the
others do, in lifeboats, because he is
handcuffed to his bunk. The detec-
tive cannot leave his prisoner there
to die, and the heroine stays to help.

Then they drift into the Sargasso
Sea, that giant eddy in the mid-
Atlantic, where, scientists believe,
there is just such an eternally float-
ing island of wrecked ships as the
film pictures.

Thousands of tons of seaweed
were dragged into a calm spot on
the Pacific to form a miniature
(Continued in Next Column.)

COMING



LUCKY LOVE
with
MORTON DOWNEY
BETTY LAWFORD



COMING NEXT SUNDAY

WARNING! HUSBANDS WITH
NO TIME—BETTER DEVOTE
SOME TIME—BEFORE THE
BETTER HALF TURNS—



EDMUND LOWE IN A MERRY
MAD MIX-UP AS A PUZZLED
YOUNG HUSBAND OF A
"PART TIME WIFE"

WITH

LEILA A TOMMY,
HYAMS N CLIFFORD

FOX
PICTURE

PART TIME WIFE

STUDIO VISITORS ARE PEST
EVEN IN MID-OCEAN.

They Flew In Airplanes To View
Strange Scenes Of "Isle
Of Lost Ships."

If anyone detects the faint hum
of an aeroplane motor in scenes of
"The Isle of Lost Ships," which
opens to-day at the Majestic
Theatre, he'll be too excited by the
action of the plot to recognize the
sound.

While the big First National
Vitaphone special sea picture was
being made, however, aeroplanes
were a "pest" on the picturesque
"Sargasso Sea" location. This mass
of seaweed, partly natural and
partly artificial, was situated eighty
miles off the Southern California
coast.

The only way for the tourist who
is eternally trying to visit movie
sets to see it was by aeroplane.
Various aeroplane garages found it
profitable to take such visitors on
trips, to view from the air the
colourful mass of derelict ships and
wreckage gathered from the seven
seas by the movie company for these
scenes of the film.

An aeroplane detector, such as
was employed during the war to
give warning of air raids, was used
on this location by Director Irvin
Willat. Aeroplanes were warned
away during the actual filming of
scenes by giant heliographs, and at
night by searchlights.

Virginia Valli, Jason Robards and
Noah Beery head the brilliant cast
of this thrilling sea melodrama,
which is based on Crittenden Mar-
riott's story, "The Isle of Dead
Ships."

Sargasso Sea for the picture. There
the three hundred ships of the
wreck pack were grouped in a dense
tangle of seaweed.

All in all, "The Isle of Lost Ships"
is a drama of such novelty and
power that it is a sure cure for the
blues, that tired feeling, nostalgia,
or almost any ailment but being
blind and deaf. It is offered this
week at the Majestic Theatre.

MEET WORLD'S CHAMPION
MEANEST OF MEANIES.

A man who would slap a little
boy, and then kick his dog, ranks as
one of the world's lowest specimens.

Walter McGrail, as the jealous
lover and golf instructor, in "Part
Time Wife," Fox movietone comedy
drama featuring Edmund Lowe and
Leila Hyams, which comes to the
Majestic Theatre next Sunday,
has this disgraceful duty to perform
in his role of villain in the picture.

Tommy's dog, "Tony," which he
lovingly calls a "Shepper New-
founder," is the cause of the
trouble.

McGrail and Lowe are matched in
a tournament for the Club cup.
Much depends upon the match, be-
cause, by defeating McGrail, Lowe
hopes to regain the affections of his
wife, Leila Hyams, which he had
lost through his irascible temper.

After Lowe misses his putt, Mc-
Grail sneeringly shoots for the hole,
but just as his ball is about to drop
in, "Tony," Tommy's dog, carries it
away in his mouth. McGrail is so
angered, he slaps Tommy down and
proceeds to give the dog a thrash-
ing. Lowe, amazed at the man's
cowardice, gives McGrail a stiff
punch in the jaw, as a dose of his
own medicine.

"Part Time Wife" was directed by
Leo McCarey, who also collaborat-
ed with Raymond L. Schrock in the
preparation of the screen story
and dialogue, from Stewart Edward
White's recent magazine story, "The
Shepper Newfounder."

As a spirited, independent young
bride, Leila leaves her husband, in
the picture, to make her living pos-
ing for artists and commercial
illustrators. When Eddie sees her
likeness in a pretty negligee staring
at him from a billboard, he im-
agines that the worst has happened.
It takes a lot of convincing argu-
ment to make him believe otherwise,
but finally he is won over.

Leo McCarey directed this domes-
tic comedy and the cast includes
such well known players as Tommy
Clifford, Walter McGrail, Bodil
Roising, and George Corcoran.

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Just imagine New York of 1880 . . . slow, dignified . . . and New York of 1930, hustle, bustle . . . then New York of 1980, with 250-storey buildings . . . planes numberless as flies, food in pill form . . . a city of mechanical perfections . . . with a new code of justice.

See the novel method of O'Sullivan and Garrick meeting in mid-air. His despair because the marriage tribunal turns him down . . . not celebrated enough, though he is the Lindbergh of his time.

Marjorie White brings them to the great Scientists' Laboratory, where they see El Brendel's Emascination after a half century of "death."

See how Brendel in charge of Garrick and Albertson, marvels at the new world where a pill serves as a highball . . . or a meal. Then a magnificent farewell party aboard the great air-liner which is to take them to Mars. The Wonder and Beauty of the women and architecture on Mars.

And their meeting with seductive Queen Poulou, who tries to tell them that every good Martian has an evil twin.

See the marvellous dance number on the arms and at the feet of the immense idol. And finally Brendel's rescue of his comrades and whizzing trip back to Earth, and his startling discovery of his son, now a gray-beard of sixty, while he is half his own son's age.

Oh, What a Future This Picture Presents!

Remember the old family album? Uncle Charlie's sideburns and Aunt Hattie's hips? You'll find more laughs in 1980 than you get out of 1890—all of them in "Just Imagine," with lively dances, tuneful songs and lots of romance. Biggest novelty of the year, it reveals future past present belief.

FOX PICTURE

DeSylva, Brown and Henderson's

JUST IMAGINE

with
EL BRENDEL

Maureen O'Sullivan John Garrick Marjorie White Frank Albertson

Directed by **DAVID BUTLER**

AMUSEMENT FOR YOUR AMAZEMENT!

With the rapid development of the airplane and other modes of transportation and the increasing problem of traffic in our great cities, what will New York look like in 1980? De Sylva, Brown and Henderson, multi-millionaire authors and song writers, have attempted to answer that question in "Just Imagine," their second Fox Movietone comedy with songs.

Huge modernistic skyscrapers tower 200 and more stories above the street level. Fleets of airplanes, all equipped with helicopters that permit straight up and down flying, coming to a complete stop in the air, cruise the air lines. Aerial traffic cops, in anchored balloons, direct traffic. Nine traffic levels are provided, ranging from subways, surface trams, elevated railways and five automobile levels, to a novel canal system that permits great ocean liners to traverse the main thoroughfares, discharging freight and passengers much as do the huge buses of our day. This one background is the greatest ever attempted in talking pictures, and its beauty and magnificence is a tribute to the imagination of De Sylva, Brown and Henderson and the technical skill of their director, David Butler. The cast of "Just Imagine" includes El Brendel, Maureen O'Sullivan, John Garrick, Marjorie White and Frank Albertson.

The special **COOLING PLANT** is NOW WORKING. Patrons will find that they may view future screenings under the most pleasant and comfortable conditions—even during the **HOTTEST DAY** in the Summer.

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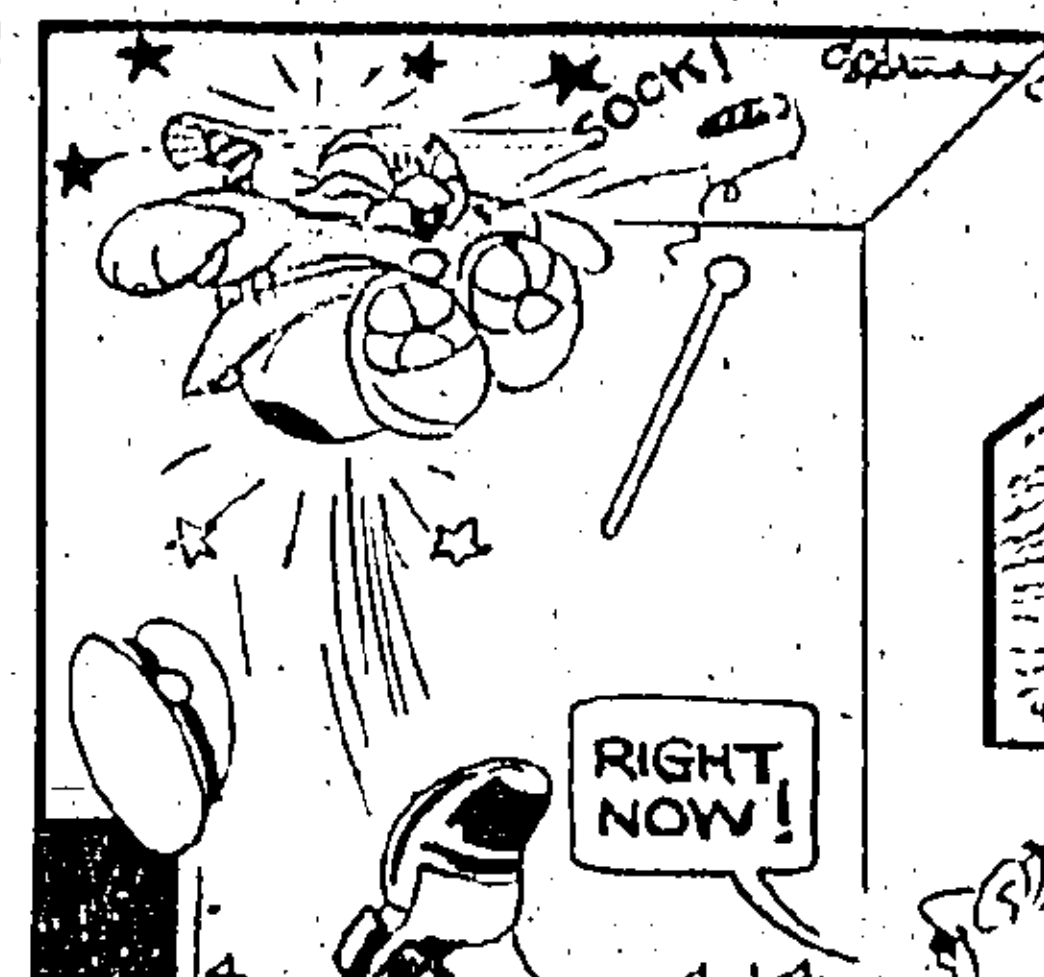
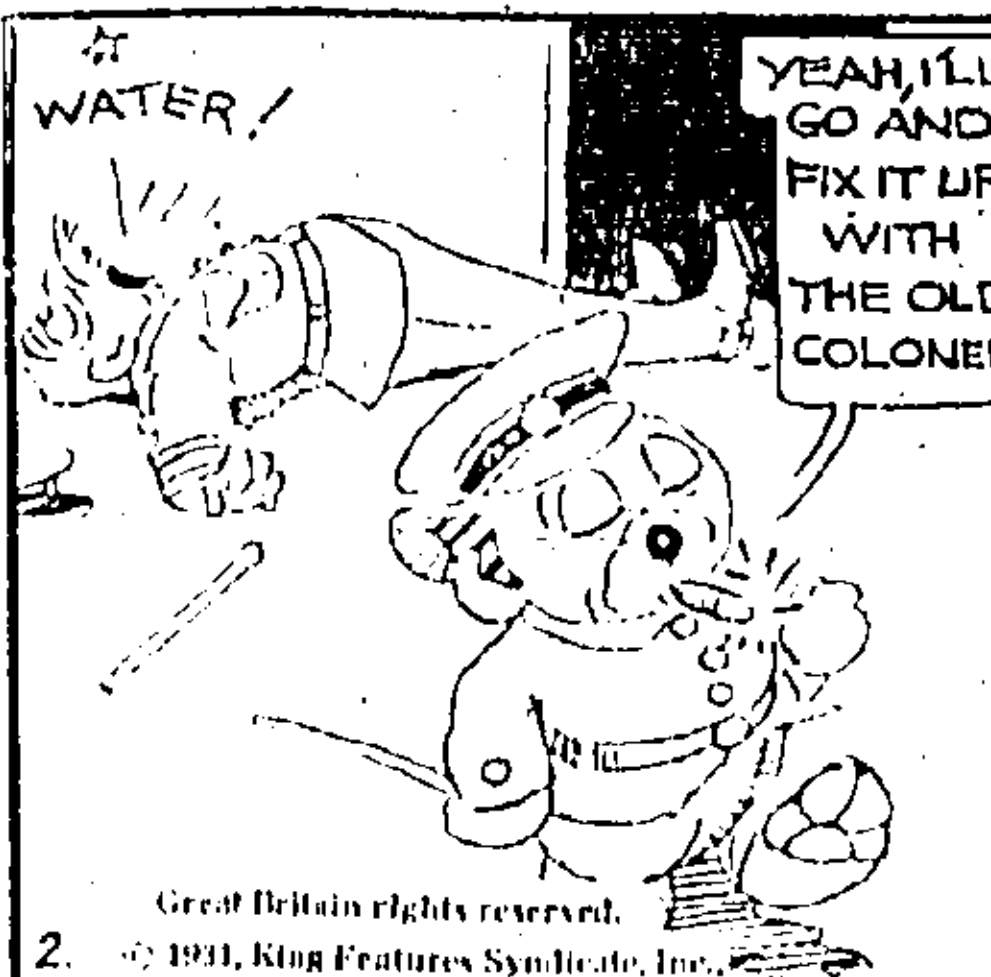
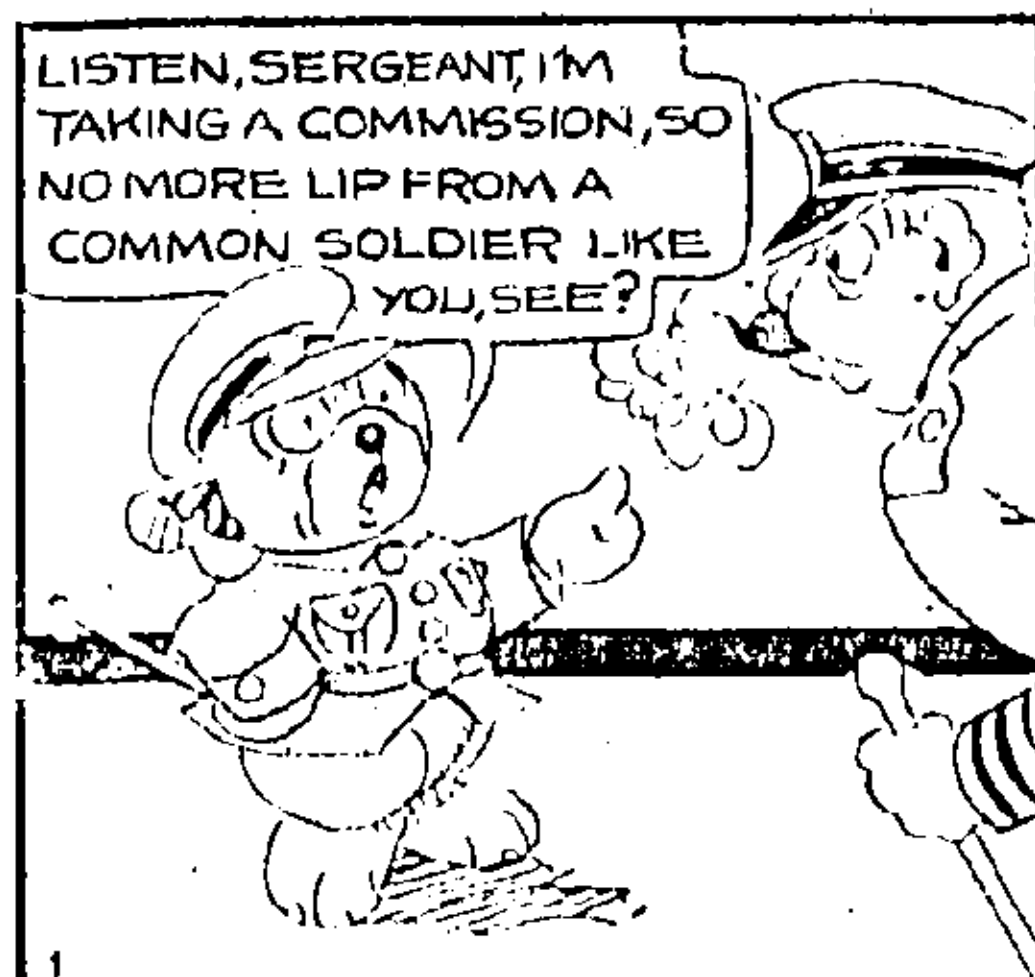
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 Gertrude Lawrence & Noel Coward.
 —Love Scene From "Private Lives"—Act 2 (Noel Coward).
 Gertrude Lawrence & Noel Coward.
 C-2095—More Melodious Memories (1st Record) (Finck)
 Jack Hylton's Orchestra.
 —More Melodious Memories (2nd Record) (Finck)
 Jack Hylton's Orchestra.
 B-5991—Ten Cents a Dance—Fox Trot (Hart & Rodgers)
 Jack Hylton's Orchestra.
 —I Haven't Heard a Single Word From Baby—Fox Trot
 (Cantor, Moll & Mencher) Jack Hylton & His Orchestra.
 B-3808—The Song of Songs (Moya) De Groot & His Orchestra.
 —La Violetera (Featured in the Film "City Lights")
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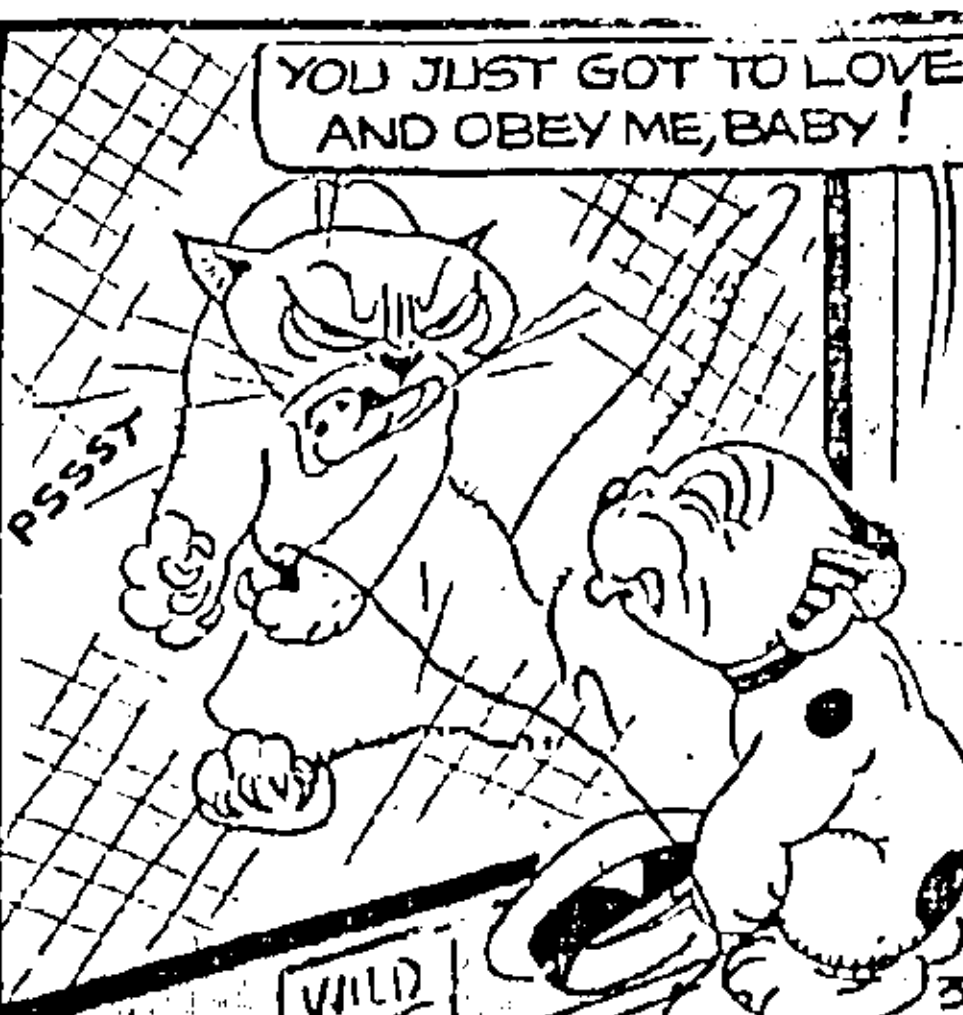
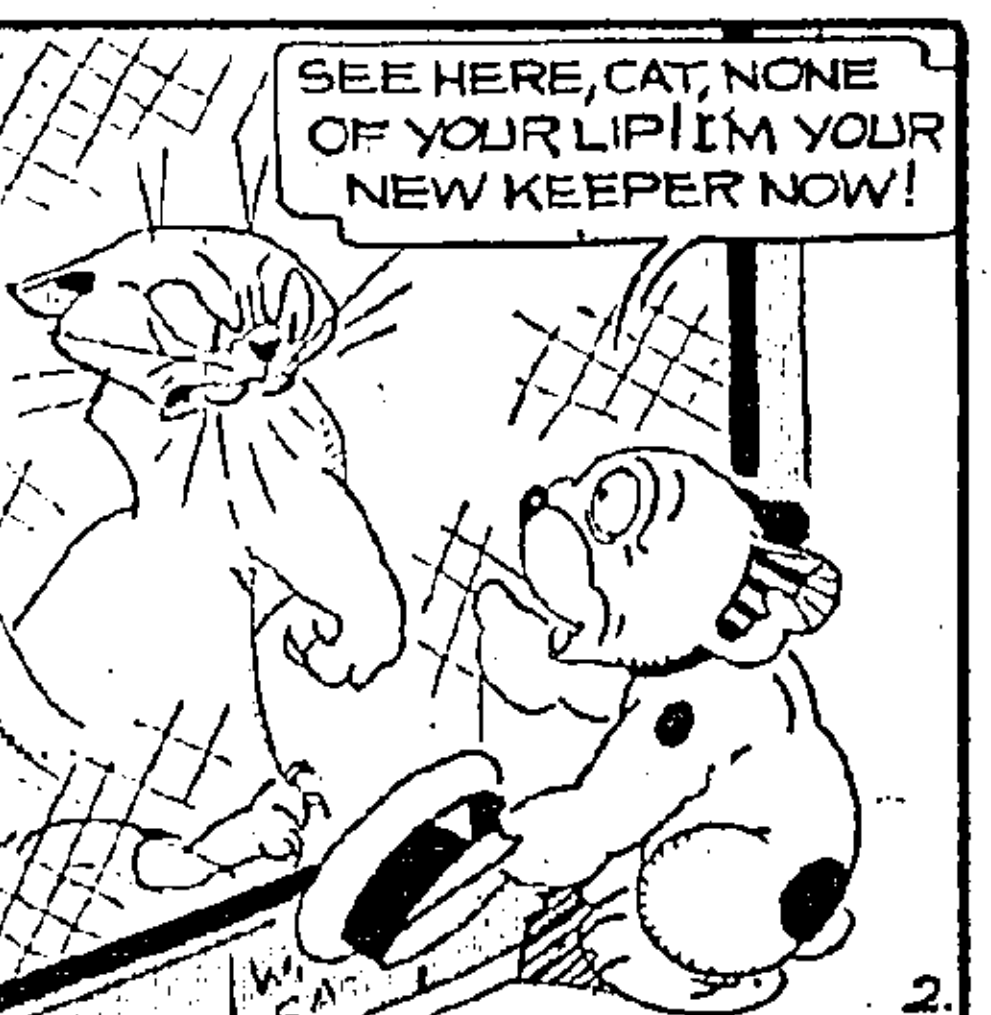
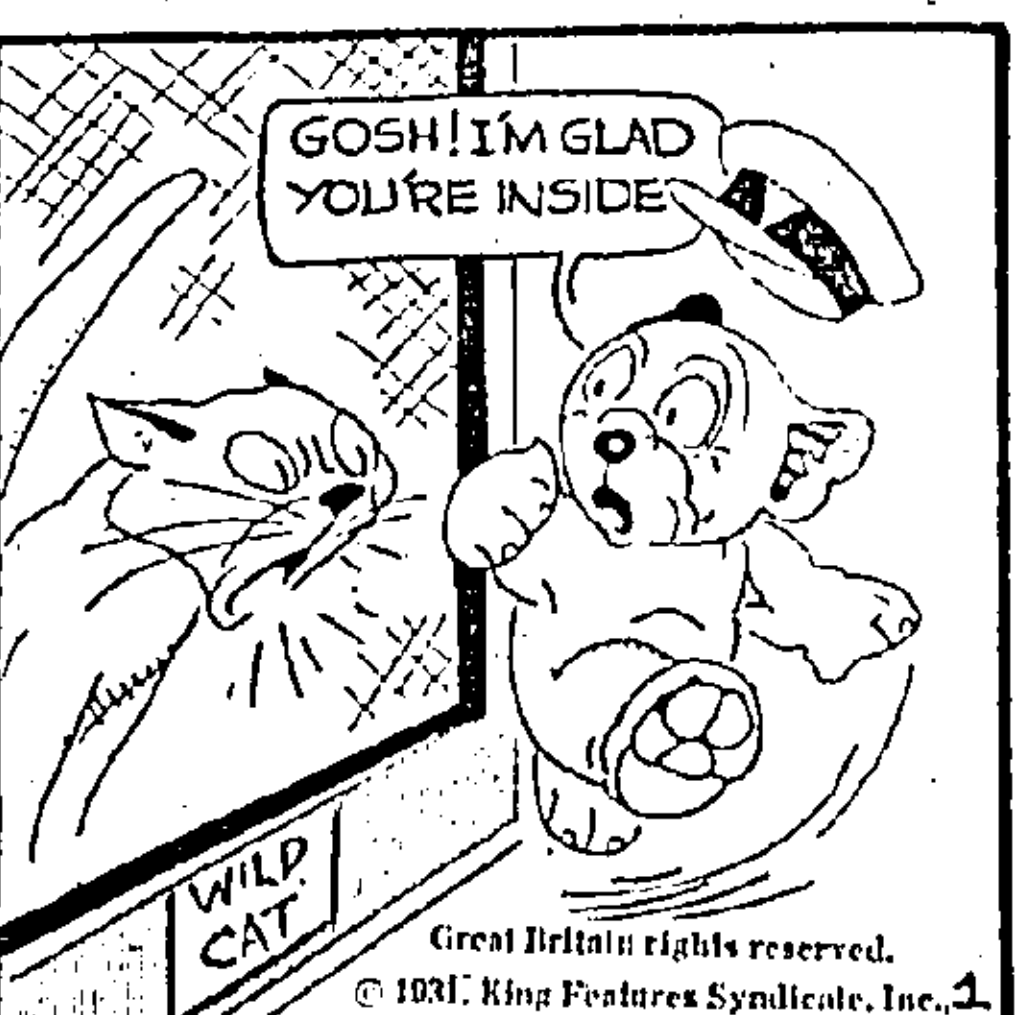
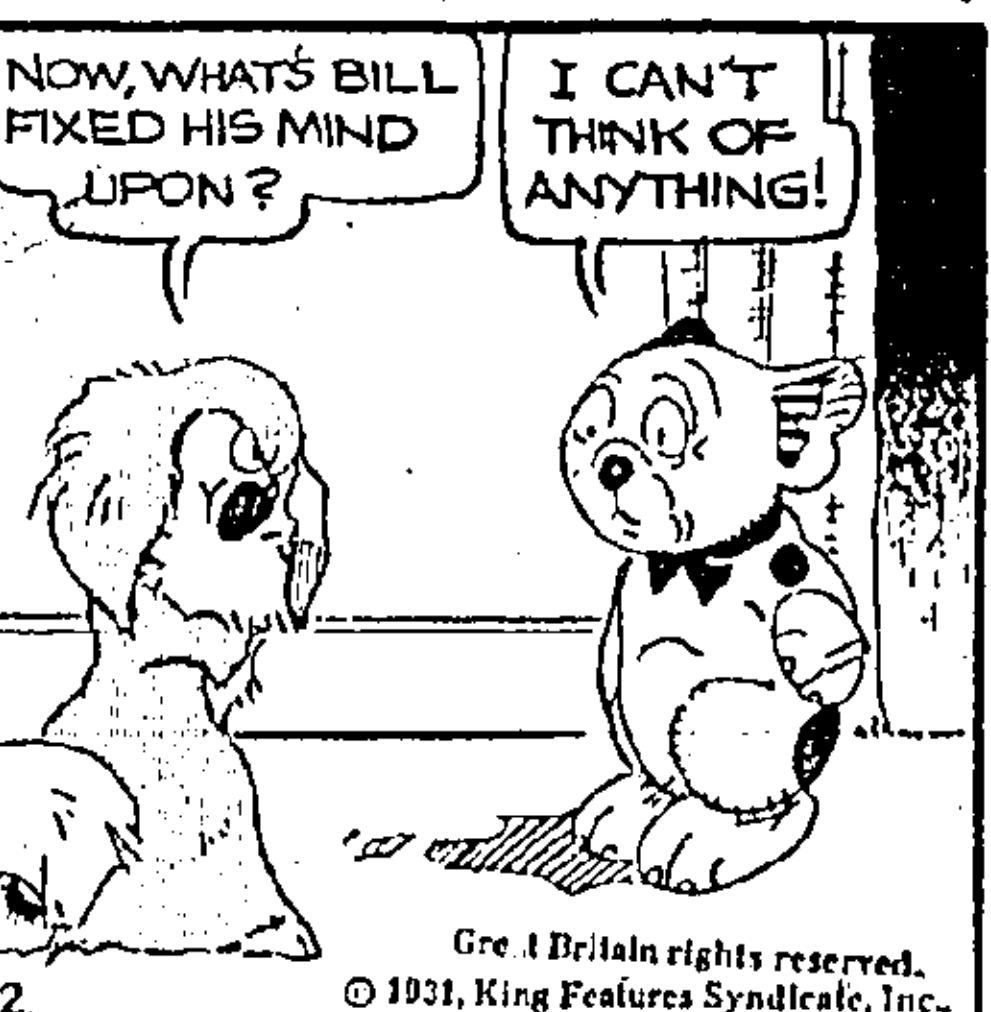
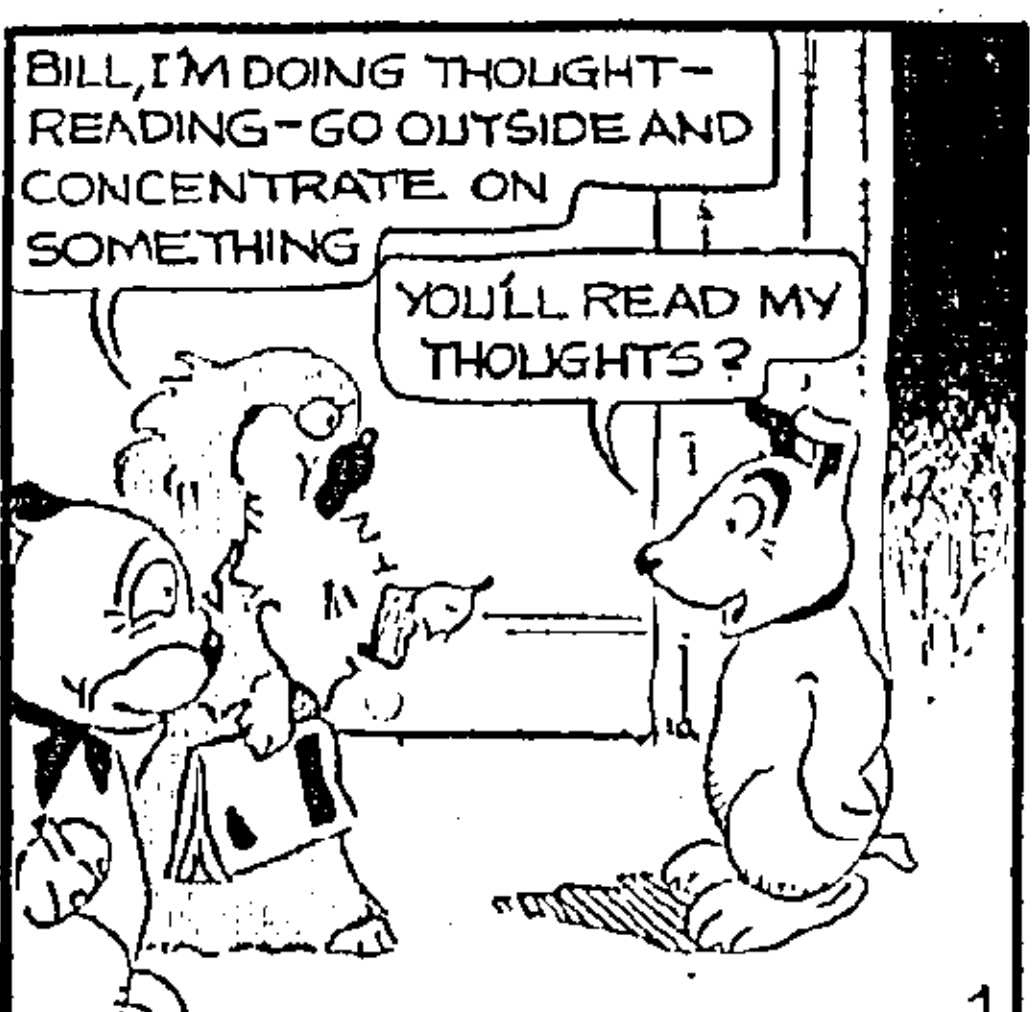
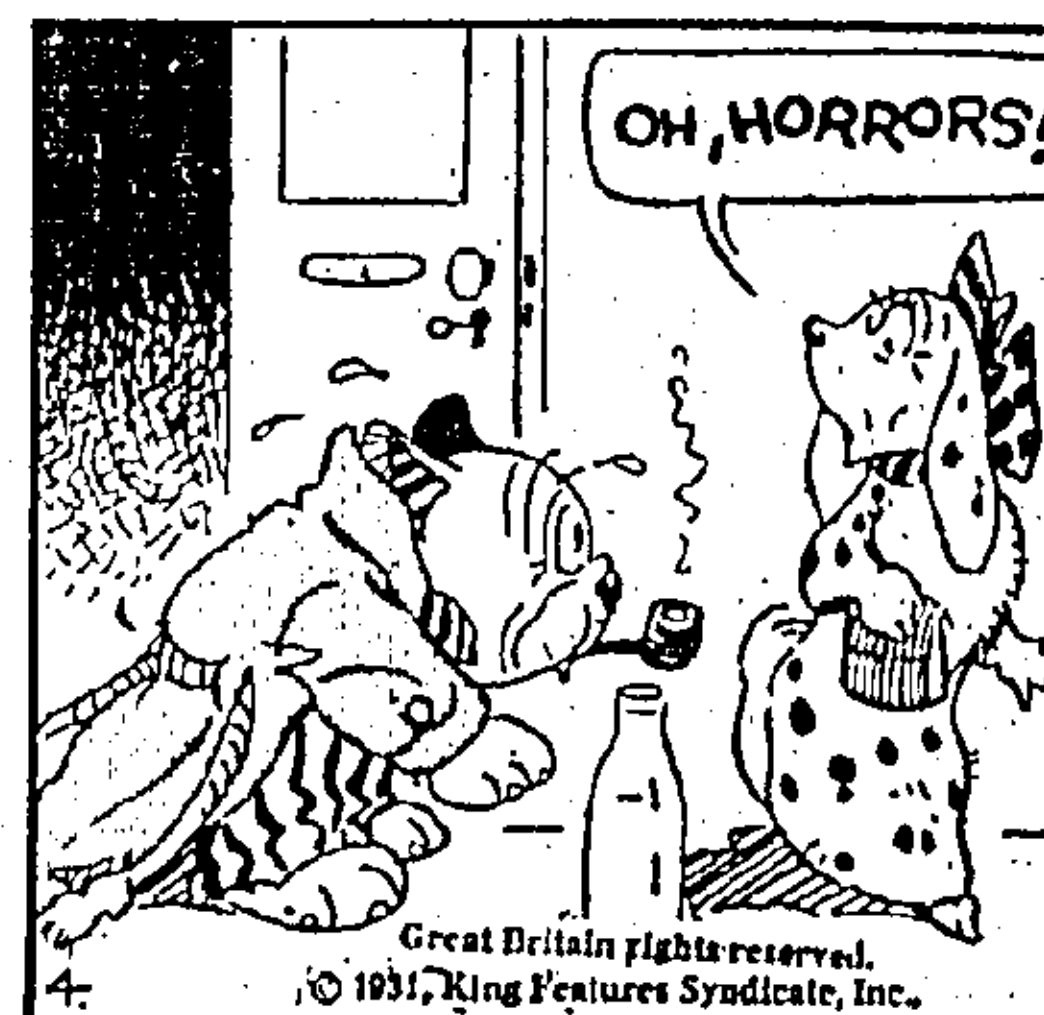
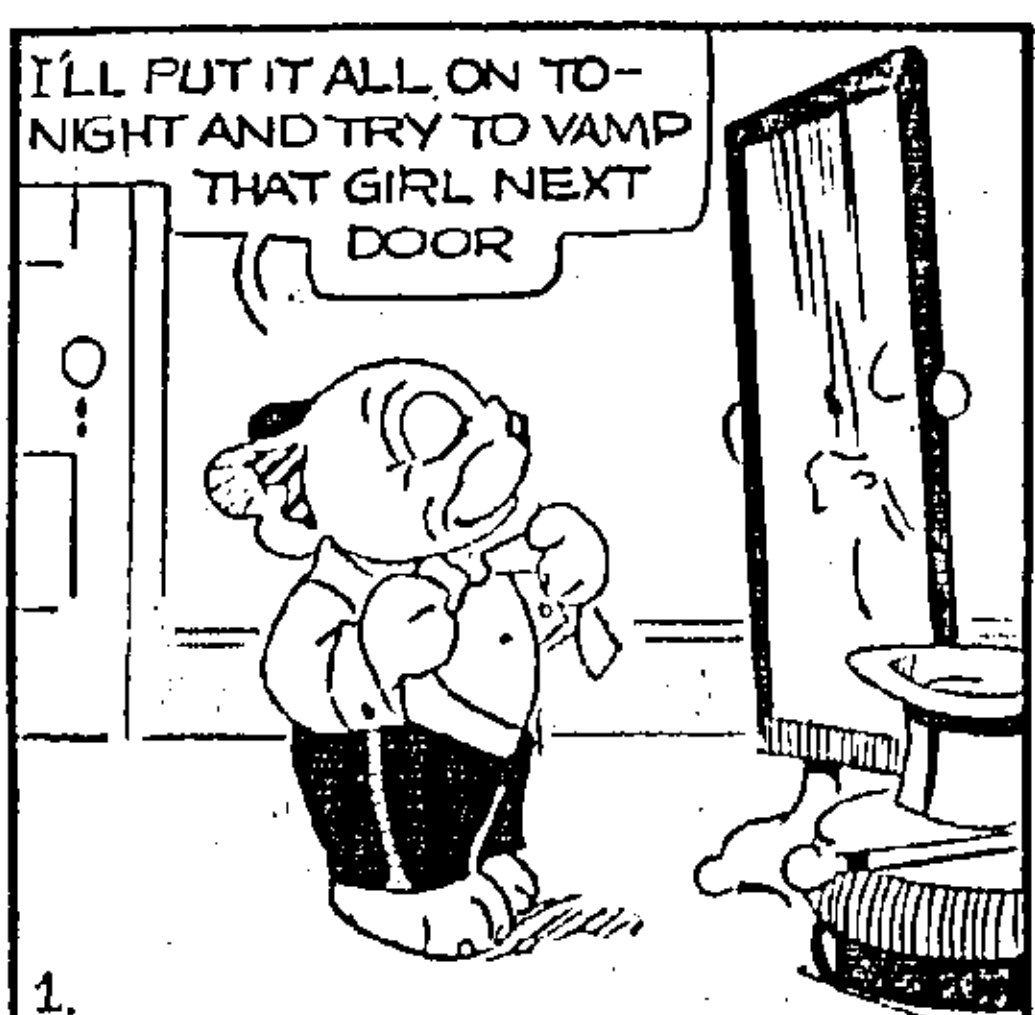
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"I always had got pains in my arms and legs, and I suffered from severe nervous headaches, but I do not have them now, thanks to Phosferine. At first I thought I should never be well again, but when I heard that my brother was taking Phosferine I thought I would try it, and in the first two or three days I began to feel better, and I sleep better, which is a blessing at my age, as I am 71 and people say I am a wonder for my age. I am still healthy and well, and am able to carry out my household duties, and in addition I have also been nursing and looking after an old gentleman, besides shopping which means a mile and a half of walking daily—I could not have done it without the help of Phosferine, as the influenza left me feeling very weak and broken in health. I find so many people, when they get on in years, think nothing will do them good, but I say to them, do not think that, take Phosferine, and what it has done for me it can do for you." I advise others to take Phosferine and guard against nerve pains and influenza, etc., and anyone who has suffered that way should take it to build themselves up again." Mrs. Miller, 150, Southwood Rd., Ramsgate, England.

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MONDAY, JUNE 1st, 1931

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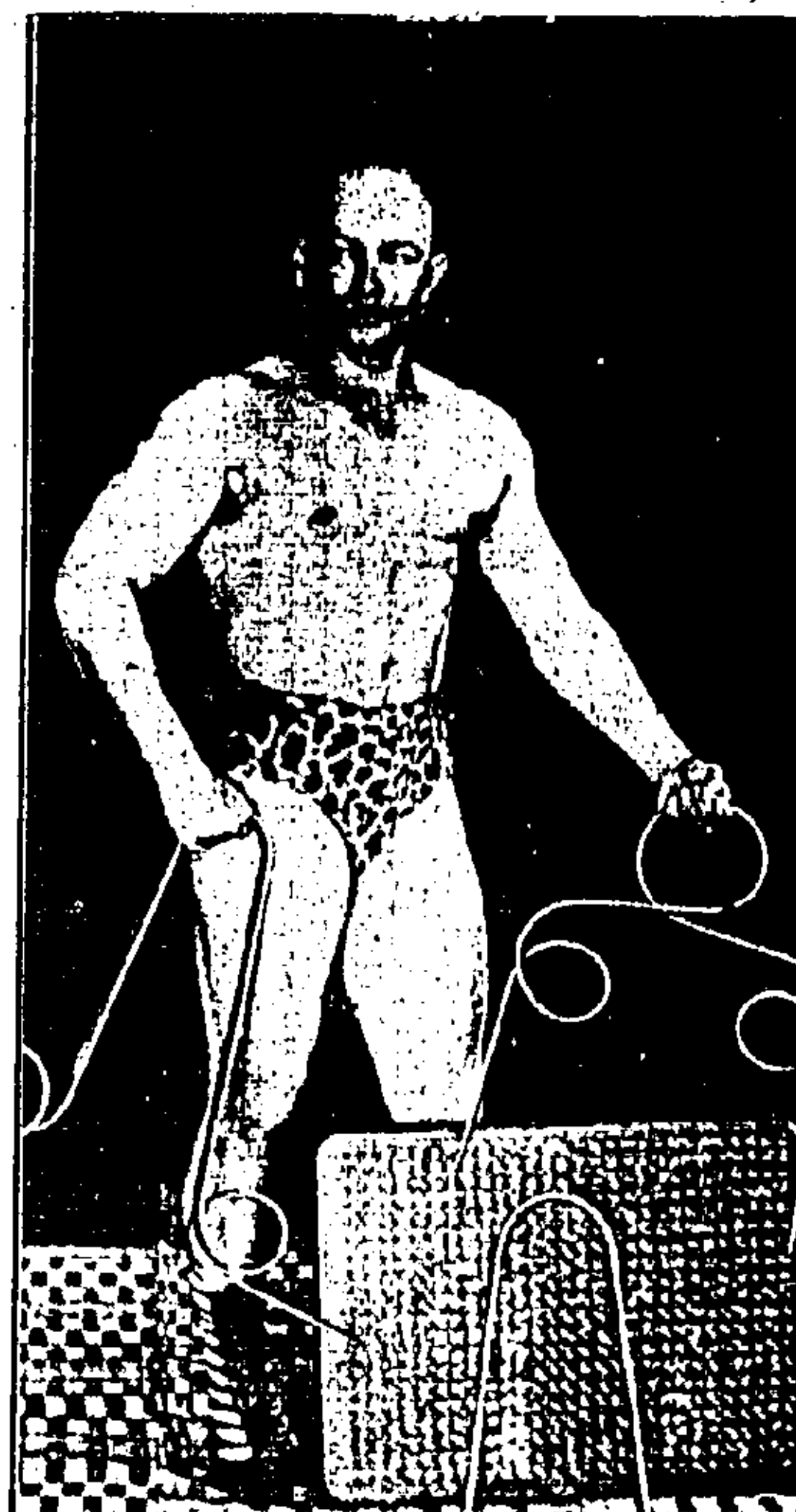
Both Local and Coastal



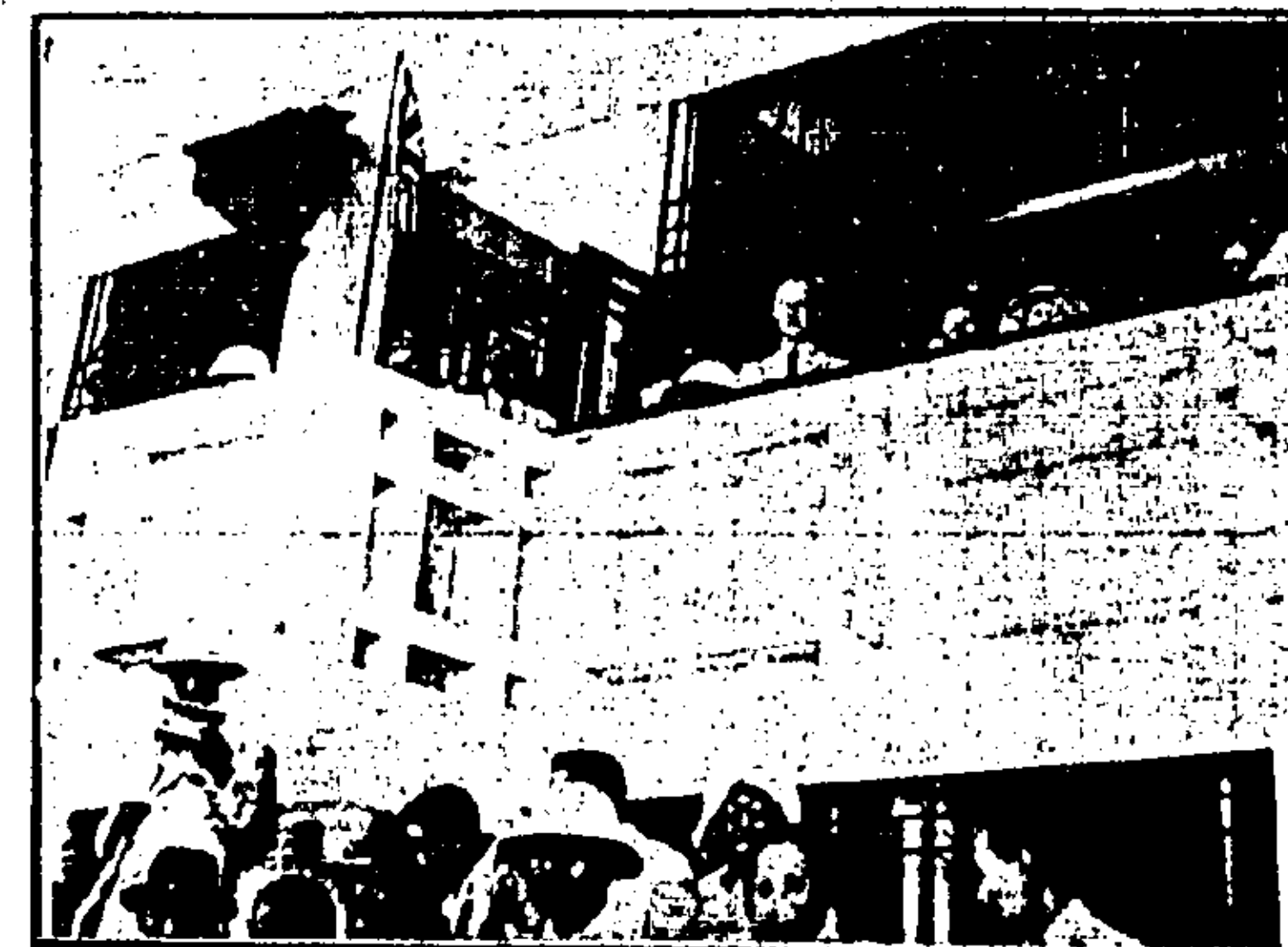
INTER-CLUB GOLF MATCH.—Last Sunday the members of the Junior section of the Royal Hong Kong Golf Club entertained a team from the Kowloon Golf Club. The Match was played over the Valley course and resulted in the home team winning by 23 points to 12½ points.—(K. Fujiyama).



STRONG BOY.—A picture of Charles H. Chumtong considered Hong Kong's strongest boy and a pupil of Prof. Mauricio.—(Lee Fong).



LOCAL SANDOW.—Prof. Mauricio, whose recent exhibition of feats of strength at Wah Yan College prize-giving on May 2, held the audience spell-bound.—(Lee Fong).



BON VOYAGE.—The Canadian Pacific Company's majestic liner Empress of Japan snapped by an amateur photographer as she steamed out of Kowloon Docks on May 23, carrying aboard Mr. J. and the Misses Scott-Harston, Mr. Lander Lewis, Mr. Ferguson, and several other well-known residents.



ONE OF "OUR GANG".—A charming picture of Dorothy Deborha and Fote, the dog, both appearing in Hal Roach, "Our Gang" comedies.



AN OLD FAVOURITE.—M-G-M's leading star, Dorothy Deborha, looks on with her friend, Cliff Edwards.

(At left).—INTERESTED SPECTATORS.—His Excellency the Governor and Lady Peel, seated with the Hon. Mr. W. E. Shenton and other guests, in their box at Happy Valley on May 23.



SINCERE'S EXHIBIT.—A pretty girl in a metal cage, magically arranged to show her bust only, is one of the many exhibits on view at Sincere's Roof Garden.

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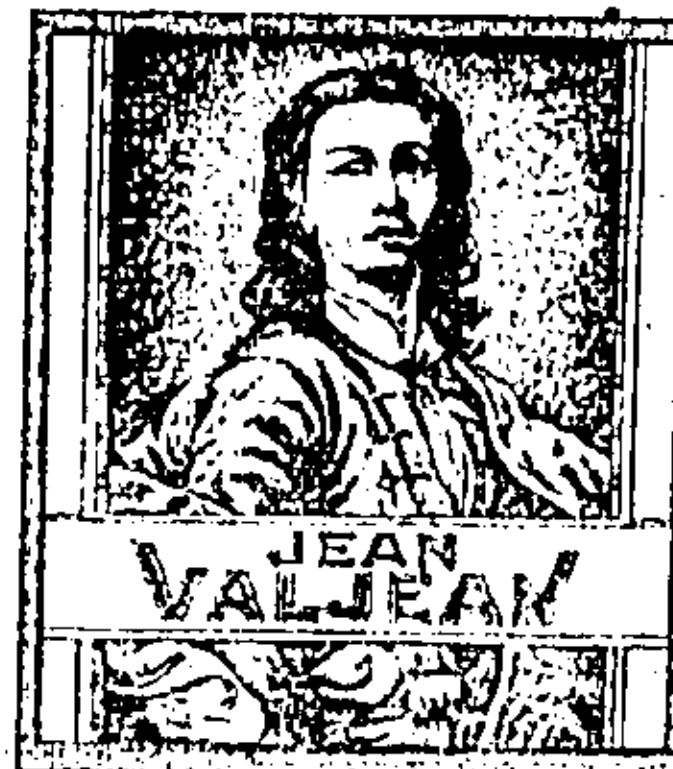
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EUROPE NEWS CO.

A PERILOUS SCOTTISH SPORT

An Englishman Pulls Legs.

In view of the considerable discussion there has just been between the Empire Marketing Board and the retail trade regarding the haggis, and the decision that the standard haggis should weigh one pound, and since the haggis, though no savage a Scottish quadruped, is so highly prized by the Scottish people, some observations thereon may be of interest.

Where immense risks are attached to securing any edible wild beast, as is added to its flavour—so with the haggis. Imagine, at the outset, the most precipitous of dizzy Scottish mountain fastnesses, with ledges whose sheer abyss runs to thousands of feet—resorts of the eagle, the ptarmigan, and the dreaded black-faced gimmer—such is the natural habitat of the wild Scottish haggis—a mild adjective indeed for so ferocious a denizen of Caledonian summits.

The haggis can only be hunted by moonlight, between midnight and 2 a.m., and in fairly boisterous wind. Access to the lairs of the haggis (plural) is alone possible by swinging from sapling to sapling growing in the rock clefts. No human foothold is possible on the heeling rock faces where the haggis abide. The zig-zag ledges are too narrow except for the haggis themselves; expert climbers whose cruel hawk-like claws make mince-meat of the precipitous route. Then again, none but red-headed Scots can enter the lairs from the deep tunnels they have scraped through the solid granite. The reader may recall the famous Scottish proverb "As the red rag to the bull so the red head to the haggis."

Not only is the foregoing exacting encumbent on a haggis hunting party, but the group must include a red-headed piper, who has to be suspended in perilous branches as near the moon as possible. It is the strain of the piper which lures the haggis from their tunnels—lured by exasperation—but the full fury of their hate which, in the end, is the undoing of the haggis, is engendered by the redness of the hunters' beards. It has been found that the subterfuge of dyed beards is no use whatever. Hitherto a haggis hunting party usually started out seven in number and arrived back three short, but the modern practice of spreading large nets at a precipice foot has slightly reduced the ratio of fatalities.

Barring the piper the hunters are armed with spears, "exasperation" having demonstrated that salting a haggis by peppering it with gunshot is of no avail, the pellets ricochetting from the hide of the beast like water off a duck.

Frequent attempts have been made to determine if any particular Scottish air would lure the haggis more quickly in fury from their lairs. Invariably have such

attempts been frustrated because the "tuning up" of the pipes alone has proved more than enough for the haggis.

Stealthily then the hunters scale upward to the local arena of battle. Scottish custom employs the term battle because of the haggis' cannon-ball methods of combat.

Each member of the hunting band must have had long practice at swinging from sapling branch to sapling branch, each one, too, must be a qualified spearman, adept at pinning so small an object as the moon-lit high light in the left eye of the haggis. Woe betide the Scottish spearman whose weapon lands in the right eye by mistake.

The haggis being not too far distant relatives of the owl, can see clearly by night. This point, which adds immensely to the hazard of the case, is not yet accurately realized in England.

The piper, having commenced to tune-up, all the haggis within hearing begin to boil with rage, boiling almost to bursting point their very sutures rising like the backs of ferocious porcupines.

Now is the time for the hunter to keep his eyes skinned, for should his quarry spy him, hanging in mid-air, it will hurl itself at the intruder like a thunderbolt, and whereas a fall of a thousand feet on to solid rock is nothing to a haggis, it is of some concern to a human being; not that a haggis hunter is any ordinary person. Frankly, the smithereens of a haggis hunter have never been found. It is believed the haggis devour every scrap of debris before reaching the cliff. They adopt the same method in attacking and devouring the dreaded black-faced gimmer.

Many weird lights could be shed over the inside history of Scottish haggis hunters. While the immense danger of hunting the haggis is certain, its contents are not nearly so certain. The natural food of the animal consists of the dreaded black-faced gimmer, sapling stems of hard-wood growth, and such nutriment as it may "stomach" from burrowing beneath the acant heather. That the haggis devours wood is clear from the occasional sawdust in its paunch, in which, too, is not infrequently found the wool of the dreaded gimmer. That it is a "heart" eater, somewhat "fervid" and raids out fields are also certainties. Some connoisseurs believe the haggis to be of Spanish extraction because of a slightly onion flavour, but this theory should be taken with a grain of salt or some such seasoning. Be that as it may, it is well that visitors to Scotland should know that it is better for their teeth to be in a haggis than for the teeth of the haggis to be in them.

—Eldred H. Home Bruce in Evening News.

SIX-HOURS FIGHT.

Alleged Murderer's Attempt To Escape.

London, April 29.

Thousands watched an extraordinary six-hours fight near Letterkenny, County Donegal, recently when a 50-year-old farmer and crack shot, John Harrierty, suspected of shooting a

woman dead, took refuge in a rowing boat in Lough Swilly and fired on the pursuing boat manned by four Civic Guards, wounding all the occupants. A police battalion and soldiers rushed to the scene and three other boats manned by soldiers converged on Harrierty, whose boat was sunk in the stream of bullets. Harrierty was slightly injured and he surrendered. He is now charged with murder.

NEXT TO MYSELF

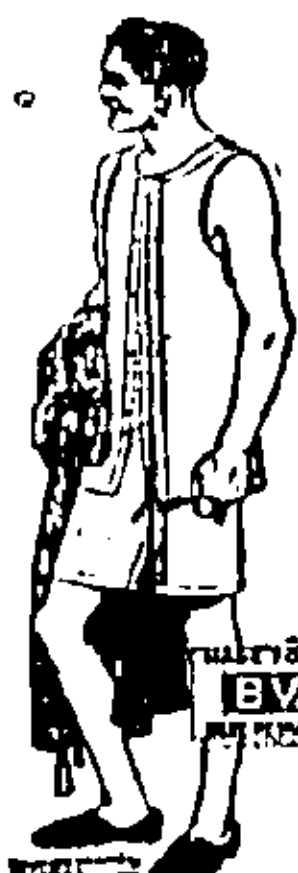
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Per s.s. President Fillmore from Shanghai yesterday:—
Henry G. Chable, Roger G. Hyde, All Nemaze, Josef N. Sipser, Oscar G. Steen, A. J. Ben, Catherine E. Dewar, Margaret E. Kemp, Andrea L. Leon, Irving R. Stebbins, Mary H. Stebbins, Elizabeth Stebbins, Robert I. Stebbins, Ruth H. Stebbins, Harriette Stebbins, George T. Stebbins.

Per s.s. Patroclus from United Kingdom via ports on May 29:—
E. M. Adam, Miss H. F. Anderson, Miss K. A. Bell, Mr. and Mrs. H. M. Butterfield, Miss M. Byrne, J. S. S. Cooper, Mrs. Forrest, Master C. P. Forrest, Master I. M. Forrest, Mr. and Mrs. A. Graham, Mrs. R. Hancock, Miss H. Hancock, Miss R. Hancock, T. C. Hood, Mrs. Kekwick, Miss Z. M. Kekwick, Mrs. Lunt, C. J. Martin, Mrs. Nathan, Miss A. C. Nathan, Miss

STANDARD TIMES.

Sunrise and Sunset in Colony.

Sunrise and Sunset in Hong Kong for June, 1931. Standard time of the 120th Meridian East of Greenwich) are as follows:—

Date	am.	p.m.
June 1	5.38	7.03
" 2	5.38	7.04
" 3	5.38	7.04
" 4	5.38	7.04
" 5	5.38	7.05
" 6	5.38	7.05
" 7	5.38	7.06
" 8	5.38	7.06
" 9	5.38	7.06
" 10	5.38	7.06
" 11	5.38	7.07
" 12	5.38	7.07
" 13	5.38	7.08
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" 17	5.38	7.09
" 18	5.38	7.09
" 19	5.39	7.09
" 20	5.39	7.10
" 21	5.39	7.10
" 22	5.39	7.10

J. I. Nathan, Mrs. E. W. Pratt, Miss M. L. Pratt, Miss D. M. Pratt, Miss R. V. Raikes, C. S. Richards, Mrs. Richards, R. W. Palmer, Mrs. Thomson.

Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

The mysterious death of a European in Hong Kong, presenting somewhat remarkable features, occurred when Mr. D. G. Carstairs, Area Manager for the Navy, Army, and Air Force Institute, was found dead in bed, stabbed in the abdomen, with a knife lying beside him. Up to the present moment no definite facts as to his death have been proved, but murder is suspected. The full report of the tragedy appears in the OVERLAND CHINA MAIL.

A case of infringement of copyright, of considerable interest to book publishers the world over, was heard at the Central Magistracy. Evidence was brought to the effect that the copies of the book seized were in effect photographic reproduction of the original. The case is fully reported in the OVERLAND CHINA MAIL.

Following upon the arrival of Mr. Sun Fo and Mr. Eugene Chen, and their subsequent departure for Canton, sensational reports as to big arms deals in the Colony were current. Also, trouble which arose in Hainan island necessitated the sending of a British destroyer to the scene, and merchant vessels also stood by. The OVERLAND CHINA MAIL contains the official account of the episode in Hainan.

An extraordinary situation at the Criminal Assizes is also chronicled in the OVERLAND CHINA MAIL. At the outset of a murder trial it was discovered that the only medical witness for the Crown was not in the Colony. Strong comment upon the fact was made by the Chief Justice, and the witness was directed to be cabled for to return immediately.

In the sporting world, the Whitsuntide meeting of the Hong Kong Jockey Club provided some big surprises, and is reported in entirety in the OVERLAND CHINA MAIL.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL — the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of \$4.75 for three months, the "Overland China Mail" will be sent home for you every week, by which to get mail home. In catching the mail regularly, it contains the news and special features from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and its people. What more could many letters from home, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings.

For your folks at home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

READY NOW.

SINGLE COPY 25 Cents.

[Sold on the streets and at the bookstalls or you can send your subscription to the office.—H.K. \$13 per annum, or \$10 including postage abroad. Half-yearly or quarterly periods pro rata.]

No. 2A, WYNDHAM STREET—PHONE 20022.

"THE OVERLAND CHINA MAIL."



NESTLÉ'S CREAM

It would be a pleasure to send you a copy of "The Cream of Creams," a dainty recipe booklet full of novel cooking ideas. Phone 30327, or write to Nestlé, P.O. Box 351, Hong Kong.

Don'ts for Motorists

Don't forget—
It's dangerous
to take your
eyes off the road!



and
DON'T
FORGET YOUR

CAPSTAN

PRESIDENT TAFT.

Prominent Passengers on Board.

Among the prominent passengers who arrived yesterday morning on the s.s. President Taft, the following are noted:—

Col. Fred W. Boschen, Finance

Officer, U.S. Army, en route to Shanghai.

Mr. Geo. J. Munt, Vice President, Manila Trading and Supply Company, on route to his home in New York.

Mr. R. M. Jack, Executive in the Asiatic Petroleum Co., Bishop Edwin F. Lee, Head of the Methodist Episcopal Diocese of Manila and Singapore, stopping over in Hong Kong.

Mr. W. F. Arndt, Agent of the Dollar Steamship Lines, Canton, returning from a vacation in the Philippines.

Major J. S. Bragdon, Officer, U.S. Army, en route to Shanghai.

Mrs. J. Shannon, wife of one of the Executives of the Standard Oil Co. of New York, Manila Office, en route to Shanghai on vacation.

Mrs. Sydney Bunting, wife of Officer in the U.S. Navy, en route to join her husband in Shanghai. She is accompanied by her young son, Master Sydney, Jun.

Mrs. W. H. Daub, Eastern Representative of the Quaker Oats Company, coming to Hong Kong on a business trip.



FINAL
SHOWINGS
TO-DAY.



WORLD-STAR

SHOWING FROM TO-MORROW
AT THE QUEEN'S ONLY.

NOT HOKUM!

22 PRE-RELEASES IN AMERICA
DOUBLING ALL-TIME BEN HUR RECORD



"TRADER HORN"

METRO-GOLDWYN-MAYER'S MIRACLE PRODUCTION
THE PICTURE IT IS YOUR DUTY TO SEE!

WORLD THEATRE.

Daily at 2.30, 5.15, 7.25 and 9.35.

To-day only:—M-G-M's miracle picture "Trader Horn".
Monday and Tuesday:—"Words and Music" the all-singing—talking—dancing movietone of college love and fun.
Wednesday to Saturday:—Victor MacLagen returns in his well known success, "The Black Watch."

STAR THEATRE.

Daily at 2.30, 5.20, 7.20 and 9.20.

To-day only:—M-G-M's miracle production, "Trader Horn".
To-morrow to Wednesday:—Warner Bros. spectacular singing success, "The Desert Song." Featuring John Boles, Carlotta King, Louise Fazenda and Myrna Loy.
Thursday to Saturday:—The all-talking, all thrilling drama of daring bird men, "The Sky Hawk." Featuring John Garrick, Helen Chandler and Gilbert Emery.

BEAUTIFUL LIGHT OPERA FROM STAGE TO TALKING SCREEN.

Just to what extent Vitaphone has revolutionized business methods in the film industry is illustrated by the arrangements made by Warner Bros. for the presentation of "The Desert Song," one of the most successful light

musical works of recent years, as a talking and singing motion picture.

One of the particularly intriguing things about this operatic work is the romantic colour of its story. Heretofore when the story of a musical comedy appealed to a producer he acquired the rights to transfer it to the screen just as he acquired the rights of any stage work. In the finished picture of a musical work, however, all that remained was the title and the theme song, the latter being retained for the accompaniment of the action by the theatre orchestra. This was sufficient; it was all that could be used. This, day has passed.

In securing the rights to "The Desert Song" the Warners obtained the entire musical score and the libretto as well. In other words, they bought all the rights just as if they were to produce the musical work on the legitimate stage.

In presenting "The Desert Song" on the screen all of its original numbers have been retained. The score is played by the Vitaphone symphony orchestra of 100 musicians. It was the intention to make an even more imposing production of the musical comedy on the audible screen than did its original producers on the legitimate stage. The screen has this advantage, all of the desert scenes can be taken out in the open.

"The Desert Song," which will show from Monday to Wednesday at the Star Theatre, in addition to a cast including John Boles, Carlotta King, Myrna Loy, Louise Fazenda, and others, has a chorus of 100 voices.

STAR

THURSDAY TO SATURDAY

Which loved her more?



Watch
for
The
**SKY
HAWK**

The dashing young
birdman whose heroic
fight amazed an empire,
or the middle-aged
suitor who loved them
both and stepped aside
for the sake of
their happiness?



All dialog romance
of daring birdmen

blazing across the
horizon, laughing at
death, thrilling the
world!

with
**JOHN GARRICK
HELEN CHANDLER
GILBERT EMERY**

Directed by JOHN BLYSTONE
Presented by William Fox

"Distinguished by some of the most realistic and heart-stopping sequences seen during a full season of photodrama, the battle scenes between the Zep and the plane are guaranteed to leave the nerves taut with excitement. It is stirring drama and enthralling entertainment."—*New York American*.

"It is a thrilling, well-acted, expertly directed film—diverting and entertaining. Amazingly well done."—*New York Telegram*.

"Profoundly thrilling. It has you gripping your seat."—*New York Evening World*.
"A melodrama of the skies which has not been equaled in its adroit handling, its competent acting, its authentic atmospheric effects, or the tonal quality of the participants. It is a film that even in its early stages catches one's interest in an unbelievable extent."—*New York Times*.

"Enjoyable, exciting, the production as a whole is admirable."—*New York Sun*.
"The thrill is a mighty one, a

real motion picture."—*New York World*.
"A realistic and exciting melodrama that will make the turn-of-the-century and the audiences thrill."—*Exhibitors' Daily Review* and *Motion Pictures To-day*.
"John Garrick, a young English actor, portrays the name part, and you are hereby cautioned to reserve a place in your album for him. For he's going to be big. He's big now if only judged on this picture, but you're going to hear a lot more of him."—*New York Evening World*.

SOMETHING ABOUT HUMAN REACTIONS.

"As the twig is bent, the tree inclines in the opposite direction," according to Campbell Gullan, British actor and stage director now under contract to Fox who staged this all talking Movietone romance of the world afloat, "The Sky Hawk," and collaborated with the author, Llewellyn in, making the adaptation and writing the dialogue.

Gullan, son a noted Church of England minister, was an ardent opponent of the stage during his youth. His anti theatrical feelings were so strong that he never attended a performance until he attended Glasgow University, studying for the bar.

His roommate once prevailed upon him to accompany him to a show. Soon thereafter Gullan abandoned his legal studies and took up dramatics. Winning a dramatic scholarship while still an undergraduate, he joined the Glasgow repertory theatre and subsequently went to London, scoring an immediate success. Since that time he has both acted and directed in New York and South Africa.

John Garrick, Helen Chandler, Gilbert Emery, Billy Bevan, Joyce Compton, Lennox Pawle, Lumsden Hare, Daphne Pollard and other celebrities are in the cast of this sensational story of the Zeppelins and their raids over London. John G. Blystone directed this Fox Movietone film which is the next entertainment at the Star Theatre.

DEMILLE'S SOUTH SEA SLING CATCHES BIRDS ALIVE.

Cecil De Mille has in his office at the M-G-M studios a peculiar South Sea sling made of many raw-hide thongs attached to about twenty light pieces of bone. The sling is not intended to kill birds by the force of the pieces of bone. It is thrown into a flock of birds. The thongs wrap themselves about the body of one bird, and the bones hold the thongs tight about its wings. It drops, alive, at the feet of the hunter.

"Every time I look at a microphone I think of gangsters and crime," says Charles Knox Robinson, now playing in Joan Crawford's picture, "GIRLS TOGETHER." Robinson was the reporter over the radio for the Herald Tribune in New York for a year before his advent to the studios. One of his main topics was gang warfare.

If any prize should ever be offered for the man who fought Jack Dempsey longest, just hand it right over to Frank Hagney, ex-boxer, now a character actor in Cecil B. De Mille's new Metro-Goldwyn-Mayer picture, THE SQUAWMAN.
Hagney, in a Jack Dempsey picture, fought the ex-champion from seven o'clock one night until 5.30 the next morning. During this time, neither man left the ring except once, for a midnight lunch.

STAR

MONDAY TO WEDNESDAY
AT 2.30, 5.20, 7.20 & 9.20 P.M.



WARNER BROS.
Spectacular Singing Success

The
**DESERT
SONG**

A singering sensation of bewitching songs that flow from the screen with thrilling intensity! Your heart will tingle with this superb melody, and the gorgeous grandeur of the mighty scenes and symphony orchestra!

WORLD

MONDAY & TUESDAY
AT 2.30, 5.15, 7.15 & 9.20 P.M.

WILLIAM FOX PRESENTS WORDS and MUSIC LOIS MORAN PATRICOLA PERCY HELEN TWELVE TREES FRANK ALBERTSON ELIZABETH PATTERSON



HEAR about Mary Brown, S. A. (her special degree, meaning sex appeal) and what she did for just a poor boy trying to get an education.

LETTERS AND RADIO

Addresses Which Cannot Be Traced.

POST OFFICE LIST.

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:

Poste Restante Correspondence.
D. W. Annie, Asiatic Motors Co., Otto Buhning, G. E. Barnard, E. Bolton, Mrs. Lillid, Bunje, I. Fujida, E. C. Frederick, J. S. Gibson, R. Heinemann, B. Hayes, T. E. Huelin, A. F. Haines, Mrs. G. K. Hacks, I. P. Hui, Jack, Kratke, Kwong Tung Music Co., J. Kingston, Lion Guan Lian, P. U. Libano, A. S. McPherson, Miss D. V. Marchbanks, Jay W. Myers, Masuda, R. Marcell, G. Orozco, E. M. Palakoff, Shozuman, W. W. Stark, E. Schmidt, Miss Babe Simmonds.

Registered Articles.
Miss M. Auster, R. J. Elswald, c/o West Coast Life Insurance Co., Mr. and Mrs. David, Fraser, Hall Han & Co., G. R. Sladek, T. Stecker.

Unpaid Correspondence.
Miss Helen Santee.

Unclaimed Radio Telegrams.
5478, from Canton.
1128 8179 6670 1627 1944 2464 1848 0074 2799 4394, from Nanning Phangsinnyong 26, Connaught Road, from Swatow.

6634 7456 0650 0577 5714, from Nanning.
1218 7327 7319 5894 0004 0577 0063 5714 0638 2869 7115 3601 1616, from Canton.
1129 2639 7391 1648, from Shanghai.

Tankards, from Hangchow.
1669 2052 3055 2869 6006 5894, from Amoy.

4850 6639, from Swatow.
5019 3166 6794 1648 0613 6567 0625 1323 5549, from Canton.
1820, from Swatow.

Chlapenghong, Connaught Road, from Tegal.
Slambank, from Bataviacentrum.
4711, from Shanghai.

MOTORIST'S FALLACY.

The publication of the varying fines, largely on motorists, imposed at thirteen police courts in Surrey for the year ending last December, totalling £16,660, has caused a good deal of discussion among motorists. One hears many of them say that it will all be quite different now under the new Act. Why, they say, up to last January a town only needed to put a few police traps to get a thousand or two out of motorists in no time! The abolition of the speed-limit, they think, has spoiled that little game. It was pointed out that Croydon got £2,650 of the fines, and Epsom £2,227, and so on. The new code, of course, would punish motoring offenders more severely, but it would not be a simple matter of being caught travelling, as everyone did, over twenty miles an hour. The greedy towns would now have to do what they could by tramping up charges for leaving cars unattended for a little in a street.

All this, of course, is based on a fallacy. No town or district specifically benefits by fines from motorists. It does not matter where the fine was imposed and paid—it all went to the Road Fund, just as the fines under the new Act go, although many motorists point out new court houses and so on as paid for by their fines. The same fallacy has led many motorists to threaten, and some of them actually to carry out, their threats, to register their cars in counties where they thought they were better treated than in their own country. Surrey, which had a bad name, was specially to suffer in this way. Again, of these fees also all goes to the Road Fund. There is no local way for an outraged motorist to show his resentment.

\$20,000 FOR GUY MOTORS.

After a hearing lasting nine days, the action brought by Guy Motors, Ltd., against the Secretary of State for India for \$115,000 has been settled.

The plaintiffs alleged that, owing to the authorities' unbusinesslike methods, they had incurred extra costs in executing contracts to supply armoured car chassis for the Army in India.

The Attorney-General, for the defence, stated that Guy Motors, Ltd., would receive \$20,000 and pay their own costs.

The settlement was not based on any legal grounds. The authorities felt that the settlement was the proper course to take, seeing that Guy Motors, Ltd., had spent much time, trouble and money in bringing the experimental car to a successful conclusion.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres.

10-11 a.m.—St. Joseph's Church Service Relay—Sermon (Duty to God): "The Meaning of Religion," by the Rev. Fr. Kennedy, S.J.

1 p.m.—Local Time & Weather Report.

2 p.m.—Close Down.

8-10 p.m.—European Programme of Columbia Records kindly supplied by the Anderson Music Co.

8 p.m.—Local Time, Weather Report, etc.

8.07-9.19 p.m.—A Concert.

Celeste Octet—
Funeral March of a Marionette (Grouned arr. Bear),
J. H. Squire Celeste Octet (9507).

Song—
Aufenthalt (Schubert),
Alexander Kipnis, Bass (L2135).

Violin Solo—
Hungarian Folk Tunes (Bartok arr. Szeged),
Joseph Szeged (LX81).

Vocal Duet—
At Love's Beginning (Campbell & Lehmann),
In Springtime (Shakespeare & Newton),
Dora Labbette and Norman Allin (4739).

Piano Solo—
Ballade No. 1 in G Minor (Chopin),
Robert Casadesu (9509).

Organ Solo—
Ave Maria (Schubert),
Herbert Walton (9229).

9.10-10 p.m.—In a Persian Garden Suite—From the Rubaiyat of Omar Khayyam (Fitzgerald and I. Liza Lehmann), Sung by Dora Labbette, Muriel Brunakill, Hubert Kirdell, and Harold Williams, Recorded under the Direction of Herbert Bedford (9598-9602).

10 p.m.—Close Down.

Song—
The Knight of Bethlehem (Maugham & Thomas),
Dame Clara Butt, Contralto (X337).

Organ Solo—
Andantino (Song of the Soul) (Lemaro),
G. T. Pattman (9135).

Violin Solo—
Theme and Variations (Beethoven arr. Tertis),
Lionel Tertis (L2172).

Choral—
When the Crimson Sun Had Set (Grantham arr. Gwenthead),
Manchester Cathedral Choir (9500).

Organ Solo—
Chorale Prelude on the Old 104th Psalm (Perry),
Dr. A. W. Wilson.

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Funeral March of a Marionette (Grouned arr. Bear),
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Organ Solo—
Andantino (Song of the Soul) (Lemaro),
G. T. Pattman (9135).

Violin Solo—
Theme and Variations (Beethoven arr. Tertis),
Lionel Tertis (L2172).

Choral—
When the Crimson Sun Had Set (Grantham arr. Gwenthead),
Manchester Cathedral Choir (9500).

Organ Solo—
Chorale Prelude on the Old 104th Psalm (Perry),
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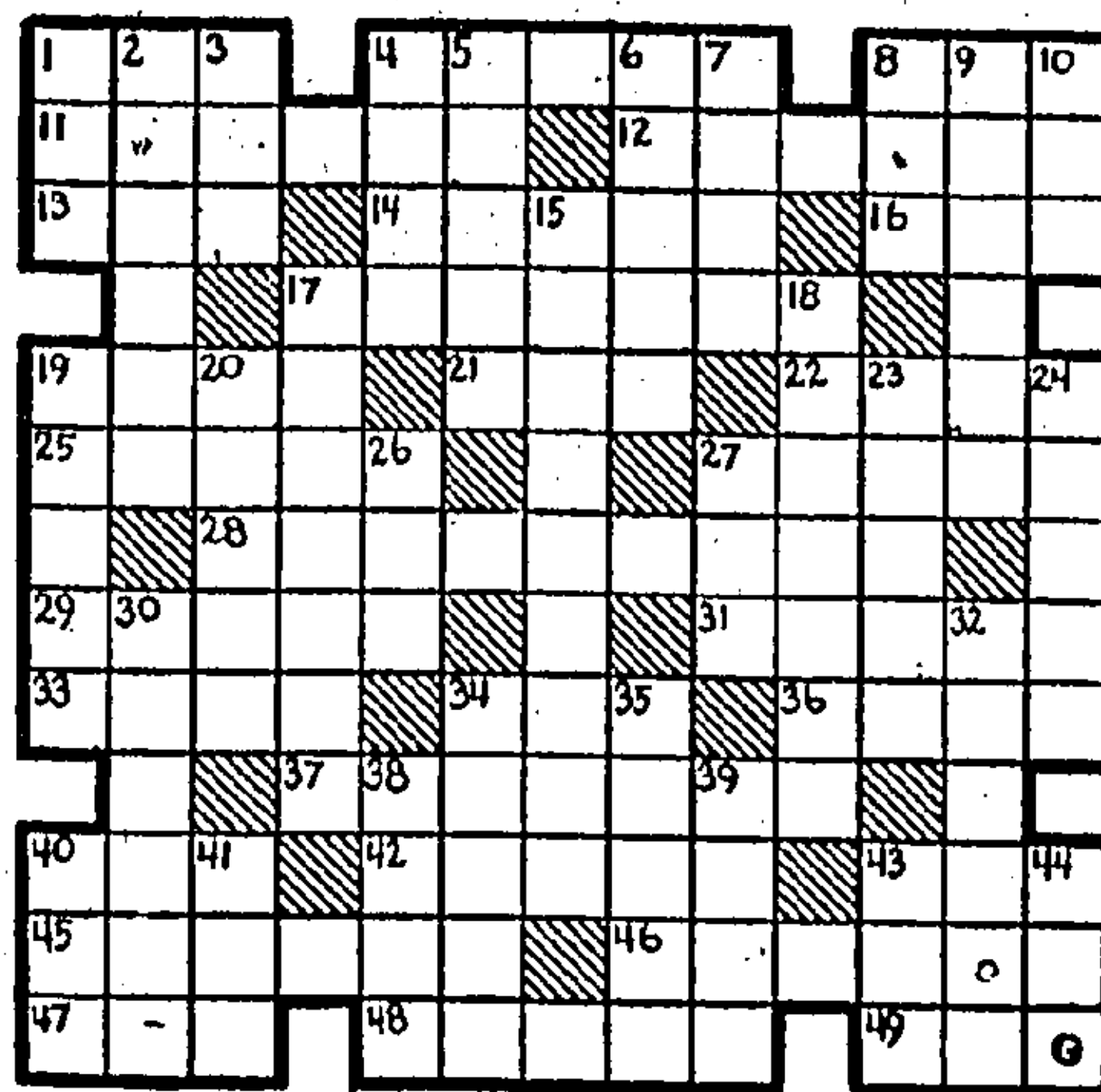
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OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but spellings, such as harbor, plow, look out for occasional phonetic our readers are warned to and altho.)



HORIZONTAL
1-Imperfect
4-Thin gauze-like material
8-Constellation
11-Empower
12-Gained
13-Terminate
16-Accumulate
18-Borrowful
19-Giggle
21-Segment
22-River in Scotland
23-Angers
25-Terror
27-Steep
28-Office under a dean
29-A species of willow
31-Scarf
33-Plunder
34-A small island in inland waters
36-A masculine name
37-Separated

HORIZONTAL (Cont.)
40-Consumed
42-Urn-like vessels
43-Make ill
45-Portions
46-Parting to an end
47-Pronoun
48-Declare as a matter of fact
49-Conjunction

VERTICAL
1-Insect
2-To render soft and tough by heating
3-Child's father
4-A clique
5-Pardon
6-Troublesome
7-Comfort
8-Answer (abbr.)
9-Harvester

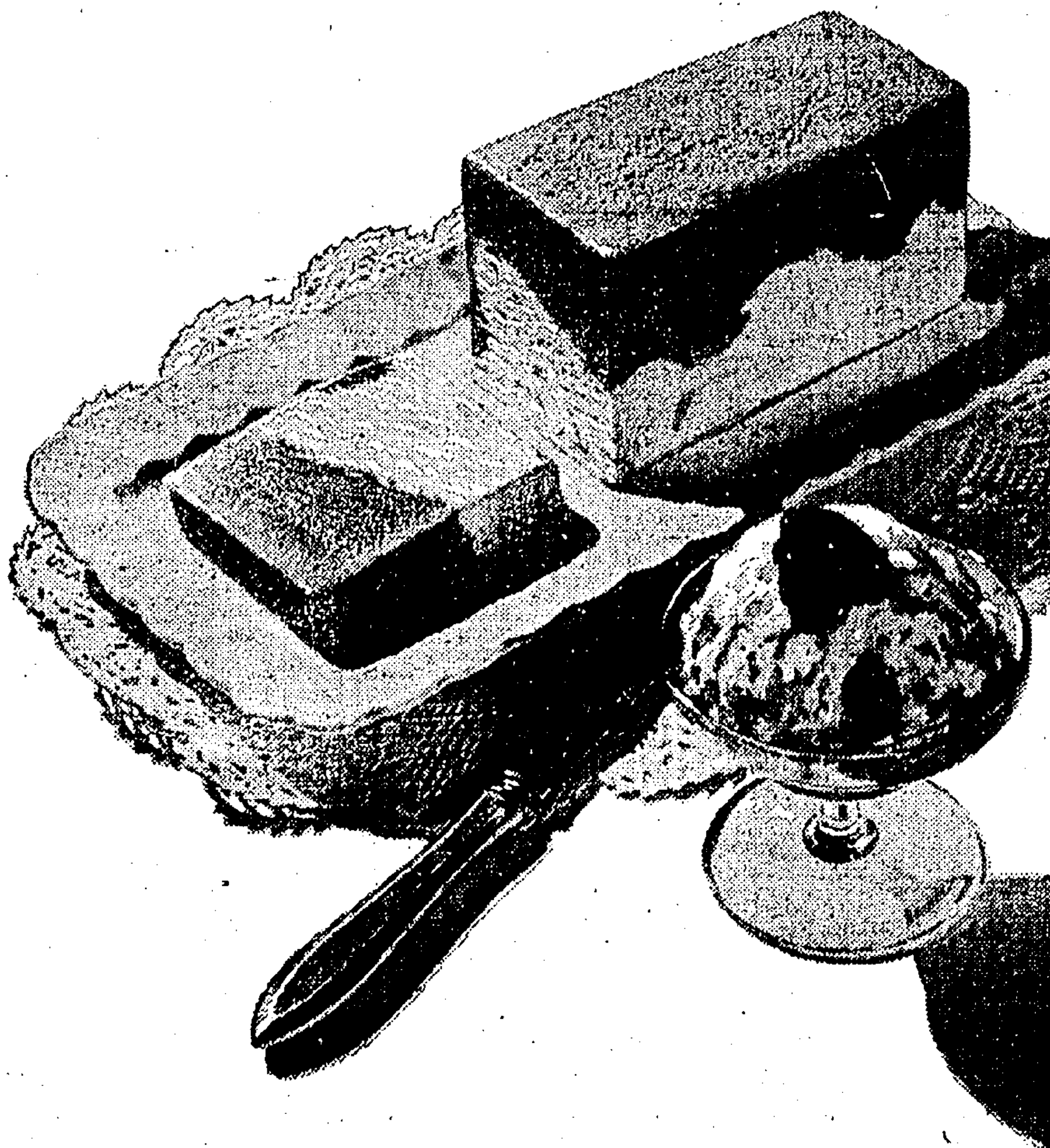
VERTICAL (Cont.)
10-Augment
15-Places of learning
17-Thoroughfare (pl.)
18-Matured
19-Oral (flew)
20-Wireless
23-Accented
24-Withers
25-Deface
27-Glitter (abbr.)
30-To milligate
32-Aerial
34-Stop (Naut.)
35-An unexpected pleasure
38-Evenings (Post.)
39-Berf
40-A tree
41-Organ of hearing
43-Feminine name
44-A college degree (abbr.)

LAST WEEK'S SOLUTION.

CAW HARSH PEA
ARISES OOLONG
PREEMPT EAGLE
ALE ERIN POT
END ENACT NOW
AT AMY SPIKE
ENTER TIRE CR
NOR VARNIS CRY
BAA TARNIS CRY
CLIE TARNIS CRY
RENDER PRETER
ESS LADEN ESSE

DAIRY FARM ICE CREAM

THERE'S NONE BETTER.



Wishes are fulfilled, dreams, (kiddies' dreams, of course) come true, hopes are realized—in this universally satisfying dessert—DAIRY FARM ICE CREAM.

And in case you doubt our word order a brick and try yourself.
The first spoonful will convince you.

AVAILABLE IN ALL POPULAR FLAVOURS IN QUARTS,
PINTS AND PACKETS.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 1st day of June, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Sq. Yds.	Approx. Value
1	As per sale plan.	74,900	12,500

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 1st day of June, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Boundary Street, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Sq. Yds.	Approx. Value
1	As per sale plan.	12,000	1,000

CLASSIFIED ADVERTISEMENTS

We provide the largest circulation for your
"Want Ads." in Hong Kong & So. China.

40 WORDS—1 insertion 50 CENTS prepaid.

TUITION GIVEN.

PRIVATE LESSONS in English, French, Music, Shorthand and Typewriting. Terms moderate. 3, Ainal Villas, Austin Road, Kowloon.

ENGLISH LESSONS given to Students with particular attention to pronunciation, by English Barrister (Middle Temple). Apply Box No. 209, c/o "Sunday Herald."

EUROPEAN MUSIC AND LANGUAGE SCHOOL, 17, Queen's Road, Piano, Mandoline, Banjo-Mandoline, Viola, Clarinet, harmonium



Hongkong Sunday Herald.
MOTURING SECTION
HONG KONG, MAY 31, 1931.

"...light-hearted I take to the open road, healthy, free, the world before me."

THE NEW
AIR-FLIGHT
PRINCIPLE TYRES
BY **FISK**
MEANS MORE
mileage
A SUPER-TYRE WITH
NO COMPETITORS.
Sole Distributors:—
GILMAN & CO., LTD.
Telephone 28011.
Hong Kong Bank Building.

AN ADVANCE. Completely New Fancy Eight.

Auburn has introduced a totally new and advanced line of cars for 1931.

Offering such features as silent-mesh synchronized transmission, free wheeling, bridge-type frame construction, steel-draulic, self-energizing brakes, constant automatic lubrication, new bodies and radiator design, and an array of others, many of them individual and exclusive. The new line is known as the 8-98, and is offered in five body types. The entire line is new as to mechanical and body design.

In general design two features stand out, the bigness of the car (wheelbase is 127 inches) and its lowness. Through the use of underslung springs in the front and the new type double-drop frame construction the highest model in the line stands only 68 inches. This is approximately four inches lower than present rear drive automobiles and yet headroom and comfort have in no way been sacrificed. The hood likewise is unusually long and high, which accentuated by the single three-inch body moulding, tapering to the radiator cap, stresses the unusual length and power of the car. The wheels, 17 inches in diameter reduces the height of the car while adding to sweeping loveliness of line.

Chassis Design.

Probably the greatest innovation in the chassis design is in the

frame. In the centre instead of the usual cross members an "X" member with a spread of 76 inches and of great strength is used. This bridge-like construction has greatly increased the rigidity of the frame and at the same time has permitted the body to be lowered approximately three inches. While Auburn has always put unusually strong frames under its cars, the new 8-98 frame is, without doubt, the most scientifically designed, strongest and most rigid, Auburn has ever developed.

The engine is Lycoming, similar in design to the Lycoming engines which have been developed over a period of seven years. Particular attention has been given in this model to smoothness of performance in the lower driving speeds, while maintaining Lycoming efficiency in the higher ranges.

Transmission Unit.

One of the noticeable features of the new Auburn 8-98 is the greater width of the rear tread, allowing Auburn engineers to design what is probably the widest rear seat on any production car and at the same time resulting in a lower and more comfortable seat.

Of particular moment is the transmission unit with its silent-mesh synchronized gears and free wheeling device. Three speeds forward and one reverse are provided with the second gear constant mesh, helical and noiseless. This is the first time that these three features have been offered in one car.

Three features are outstanding in the L.G.S. free-wheeling unit: its simplicity of operation, its positive action and its small number of parts. Unlike most free-wheeling devices which contain from 15 to 25 parts the L.G.S. unit contains only three. Operation is by a single spring which is not affected by climatic conditions, and which performs with the same positiveness in any temperature. It is claimed that this new Auburn free-wheeling device reduces petrol and oil consumption from 10 to 20 per cent, and that it also lessens engine wear by 20 per cent.

Art of a Lever.

A small lever directly in front of the driver's seat engages or disengages the device with a finger tip touch, permitting the driver to use free-wheeling or not at will. A separate free-wheeling unit at the rear of the transmission permits free-wheeling in all three speeds forward and along with it an ease of shifting from second to top speed, to-and-fro, without disengaging the clutch.

Auburn brakes are steel-draulic and self-energizing. They require only a light pedal touch and assure positive release.

Among the scores of innovations found in the Auburn 8-98 is the Dujar automatic chassis lubrication system. Fifteen points are reached, twelve on the spring shackles, two on the front axle king pins and one on the clutch throw-out bearing. This system operates entirely automatically through the vacuum on the intake manifold, oil being forced at regular intervals to the connected points.

In general, the bodies introduce a new motif in automobile design. While the new line contains many characteristic Auburn features it is entirely new both in design and engineering. Probably the most striking feature in the general appearance is the high long hood, coupled with the low-slung bodies. Door panels are exceptionally high with narrow windows adding to the effect of lowness and speed. This is further accentuated by the long sweeping fenders and the heavy body moulding which extends from the radiator cap in a "V" to the cowl posts and thence back around the body. Scores of other innovations have been introduced in the construction of the bodies, which are represented by a Five passenger four-door Sedan; two-door, five passenger Brougham, Cabriolet with rumble seat; five-passenger convertible Phaeton Sedan and a Business Man's coupe.

A NEW CAR.

Innovations in Chrysler Six.

The entirely new Chrysler Six which provided the most sensational announcement of the Chrysler Sales Corporation at the New York Auto Show has many new and distinctive features never included before in a Chrysler Six, and not found in other cars of its price class.

The new Chrysler Six is a counterpart, in basic design, of its companion cars, the Chrysler Straight Eight.

The new double-drop frame developed by Chrysler engineers and used first on the Chrysler Eight is a feature of the new Six. Wheelbase is 116 inches, overall length is 175 1/2 inches, overall height is only 68 inches yet providing normal road clearance and exceptional head room and general spaciousness.

The slanting, V-type radiator is used. The hood is long and low. Bodies are of safety steel construction with a maximum of clear vision. Windshields open outward and have chromium plated frames. There are double top-cowl ventilators and no visor.

Front seats are adjustable. Upholstery is carefully chosen. Sedan is provided with assist cords. Bodies are insulated against noise. There are five wire wheels as standard equipment.

Engine develops 70 horsepower. Piston displacement is 217.8 cubic inches. Engine has four rubber mountings. Radiator core is 3 1/2 inches thick. Chassis frame is 6 1/2 inches deep, with a 2-inch flange width. Gasoline tank capacity is 15.6 gallons. Steering wheel is 18 inches in diameter. Transmission gears are designed for high speed.

MOTOR EXPERT.

Sir William Lettis in Spain.

In a recent tour of Spain Sir William Lettis, the managing director of Willys-Overland Crossley, Ltd., Stockport, visited many of the Spanish distributors and had personal contact with many prominent Spanish business men.

Sir William's tour commenced in Barcelona where he, in company with Sr. Bofill, distributor there, visited the International Exhibition which is considered to be the finest exhibition that has yet been held in Europe.

From Barcelona Sir William went to Valencia where he was a guest of Mr. Vicente Ballester. Mr. Ballester is a very prominent man in that city and is probably one of the largest growers of oranges in that district. Mr. Ballester has a very extensive automobile business and is the Willys-Overland distributor in Valencia.

From Valencia Sir William went, via Murcia and Granada, to Seville where he was entertained by Sr. D. Jose Camara, who is probably better known in automobile circles than any other man in the whole of Andalusia. While in Seville Sir William visited the Spanish American Exhibition and the Moorish Palace.

Later in the trip Sir William visited Madrid, where he inaugurated the magnificent showrooms of the Willys-Overland distributors there. At a banquet which followed he was the principal guest.

Sir William was greatly impressed by the sales possibilities in that country and was particularly optimistic because of the enormous improvements which have been made in the arterial roads of Spain since his last visit.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements. Set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 8A, Wyndham Street or Phone 24641.

1931 MODELS.

Season's Improvements in Latest Willys.

Although the engines of the Willys Six, Willys Eight and Willys-Knight Six have been highly satisfactory throughout the past year, certain improvements have been made which gives an even superior performance over the 1930 power plants. The compression ratio has been reduced approximately one per cent, the advantage in this being apparent through a pleasing softness.

The activity of the Willys Six engine, which is used on both the 110 and 113 inch models, has been improved. This is accomplished through a change in the shape of the combustion head which increased the space between the top of the piston and head due to carbon accumulation on those members.

The big end of the connecting rod in all cases has been changed, the babbitt being taken off the side faces, so permitting the steel of the rod to come closer to the crank. With the new construction the babbitt is backed up firmly over the full length of the bearing and its effectiveness thereby increased.

A new oil ring has been fitted on the Willys Six engine, giving an increase in oil economy and still further tends to reduce the formation of oil carbon in the combustion chamber and the top of the piston.

An improvement of major importance is found in the installation of the Float-O oil device which assures adequate lubrication under all conditions. Normally, the oil in the engine sump is sucked from the oil pan through a screen and suction bell which is permanently located as close to the bottom of the sump as possible so that all of the oil may be used. Certain drawbacks in this arrangement are abated in the Float-O device in which the suction bell and screen are pivoted on an arm and normally float on top of the oil in the sump, and as the oil decreases in volume the Float-O device follows it down.

Improved Carburettor.

A change has been made on the accelerator pump of all the carburetors, the pump plunger is no longer a die casting but a thin brass stamping so that seizure between the plunger and the pump bore is avoided through the elimination of the affinity of the metals. On the Willys Six, an entirely new carburettor has been developed. In the 40 or 60 mile speed range this carburettor is about two miles to the gallon more economical while re-designing of the float mechanism guards against leaks.

ALL WEATHER FEATURES.

There is little that can be said about the Dodge car that is not already known, but a fact that should not be forgotten is that year after year the car continues to improve, and better value is thus offered to the public. The sturdiness and reliability of the Dodge is known in every part of the world, and in recent years the firm has concentrated in turning out a car with modern lines and comfort.

The car itself has an extremely low centre of gravity and positive hydraulic weatherproof brakes that make for exceptional safety on the road at high speeds.

One of the greatest safety features in modern cars is its all-steel, welded, permanently quiet, wear-and-tear resisting body. The new design has provided roomier bodies, with more head and leg room. All the models in this range are all up to a high standard. In the six-cylinder range Dodge have put several finished products on the market, of which several have special appeal for the woman driver. They are ideal for shopping and town work, and with all-weather comfort and ventilation, for long distance touring.



THE MARK
OF
SAFEGUARD
TO
YOUR
Motor Cycles
&
Bicycles.

Apply to the Agents

SINCERE'S

TRIP IN GERMANY.

Dangerous Hairpin Curves.

More than 620 miles a day for 100 consecutive days over some of the worst roads in Germany was a recent achievement of a Model A Ford standard tudor car. Designed only to show the ability of a Ford to withstand the shocks and abuse of a long journey under exceptionally difficult driving conditions, the run was not intended to be a non-stop test and the car was halted three times daily to be checked.

In the course of the run, the Ford circled through Berlin, Potsdam, Munich, Frankfurt, Hanover and Hamburg, more than 50 times over a route notorious throughout Europe for its miserable stretches, its dangerous hairpin curves, and its steep grades. In spite of these obstacles and some of the worst weather experienced in that section of Germany in a decade the Ford maintained its minimum of 621 miles a day although stops were necessarily made to refuel, replenish the oil and wash the car.

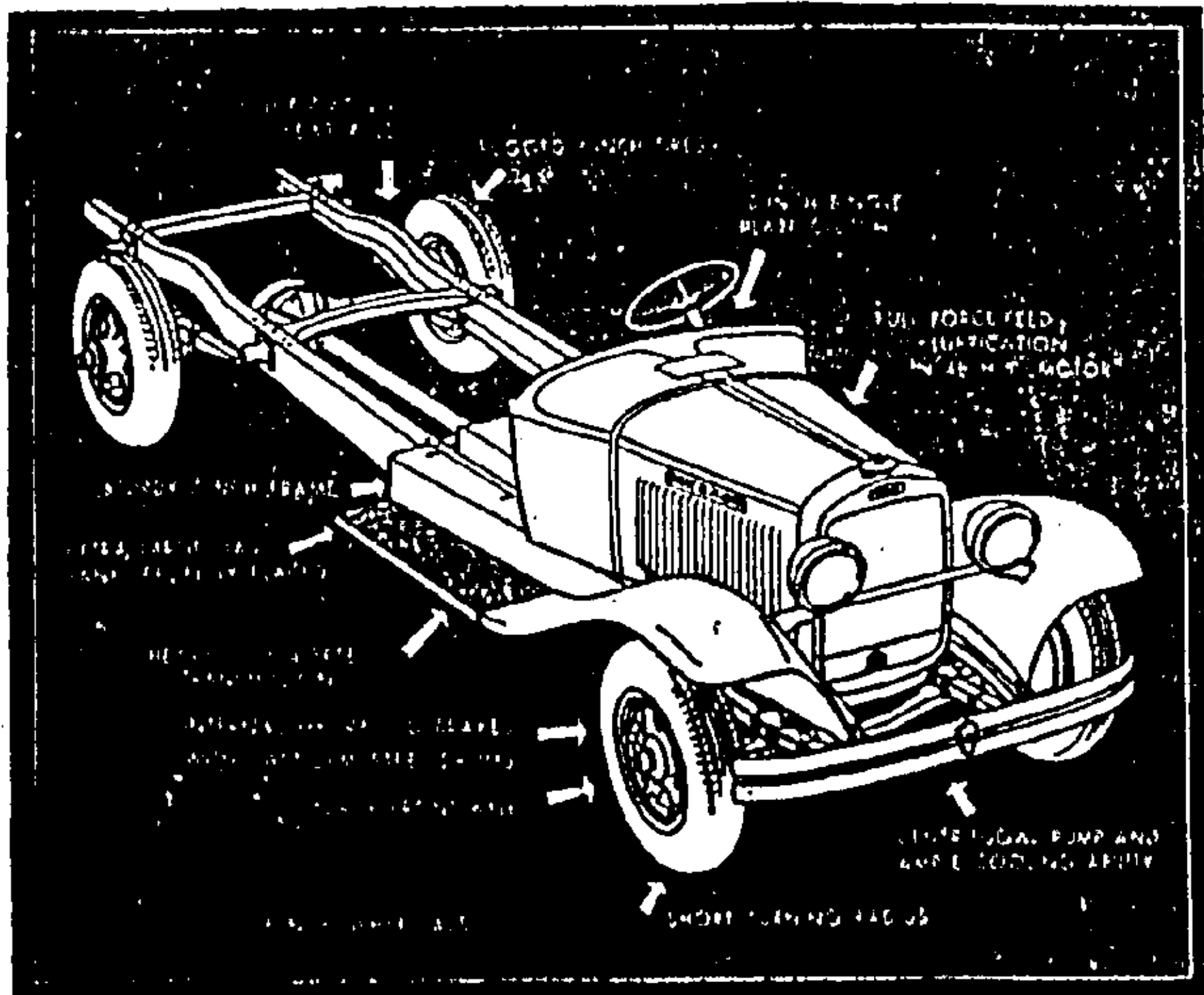
Four pairs of drivers relieving each other after every 14 hours of driving piloted the Ford in the run which in more than 50 laps about the circular route compelled them to negotiate traffic and comply with rigidly enforced speed regulations in no less than 19,950 villages and 2,000 towns. Aside from a second horn believed necessary in view of the extremely dangerous conditions to be met in the run, the only special equipment on the car was an extra spare wheel.

CAR FOR A MAHARAJAH.

The Connaught Motor and Carriage Co., Ltd., have just completed a Daimler de luxe enclosed limousine to the order of E. T. Saint & Co., Cambridge, for H. H. the Maharajah of Bhavnagar.

The richness of the red, gold and black damask of the upholstery and the "shot" pile silk roof lining are suggestive of the East, while the cabinet work is of Moroccan bony specially procured from Ceylon. The point most Oriental in conception, however, is a scenting device incorporated in a ventilating system. In the Maharajah's car two extra trap-doors which, when opened, reveal two cages, are fitted in the front compartment. When in use these are stuffed with cotton wool, saturated in scent, so that the incoming air passes through them and carries the scent into the rear compartment of the car.

ARRIVING SHORTLY A NEW LOW PRICE DODGE STANDARD TRUCK



Now you can buy a Dodge Standard Truck with pay-load capacities up to 4000 pounds at a sensationally low price. It is typically Dodge in dependability, in looks, in speed, in power and ability to serve its owner long at low cost.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

STUDY OF DUBLIN TRAFFIC

Recommendations Applicable Internationally.

SAFETY FIRST PRECAUTIONS.

The investigation of accidents presents many peculiar difficulties, and, no matter what system of classification one may adopt, it will be always possible to sub-divide still further the analysis of the causes of the accidents. But in that there lies the danger that a too elaborate system, by becoming over-complex, may defeat its object, writes Major-General W. R. E. Murphy to 'the Irish Times' (Dublin).

A gratifying feature of the 1930 Traffic Accident Tables, when compared with those of 1929, is the reduction in the number of accidents resulting in personal injuries.

Fatalities of Two Years. In 1929, the number of such accidents was 3,627, of which 206 were fatal. In 1930 the number had fallen to 2,586, of which 175 were fatal. It is heartening to note the decrease which has occurred, despite the fact that the number of vehicles in use actually increased. It is not unreasonable to attribute this decrease largely to the growth of what may be termed "road sense."

No matter how excellent and exhaustive the laws governing traffic may be, they cannot be fully effective in reducing the dangers of the road without the whole-hearted and willing co-operation of the public. In seeking this co-operation, the most direct way is to enlighten the public as to the causes of accidents.

The following analysis will, therefore, be of interest, as illustrating the causes of many accidents during 1930. During 1930, 5,560 traffic accidents occurred; of this number, 1,218 were due to causes outside the control of the driver or pedestrian. Thus, 385 accidents were due to road conditions such as restricted views at corners, defective road surface, inadequate lighting of road constructions, etc. 285 accidents were due to weather conditions, such as temporarily greasy road surfaces, rain, fog, etc., while 116 were caused by animals travelling on roads while not under proper control. 432 were due to defects in vehicles, such as defective steering, ineffective brakes, and defects in equipment.

There remain, however, 4,342 accidents in which the cause of such accidents may be largely attributed to lack of proper control of vehicles or lack of safe usage of the roads. It is with a view to eliminating in 1931 the frequency of such accidents that the following analysis is undertaken, and to point out to road users the dangers which they should avoid.

Accidents Aributable to Motorists.

We find that 2,427 accidents are attributed to causes presumably under the control of the driver. Space does not admit of an exhaustive analysis, but the following figures cover the greater number of such accidents, and indicate to motorists the dangers they should avoid:

Driving inattentively, confused or lacking in judgment 557
Failure to exercise due care at crossings and road junctions 543
Improperly overtaking, or cutting-in or out 449
Failure to keep to near side of road 236
Cutting corners 111

The accidents classified under these heads total 1,896, or practically 75 per cent. of the accidents attributed to the drivers of mechanically propelled vehicles. Accidents due to excessive speed numbered 219. Contrary to the general opinion, excessive speed is not the most frequent cause of accidents, as may be seen from the figures given.

In the case of horse-drawn vehicles, the number of accidents attributed to drivers amounts to 315, and it is peculiar that the largest proportion of accidents caused by such drivers occurs under practically the same headings as those caused by the drivers of motor vehicles.

It would appear unnecessary at the present time to appeal to drivers to exercise care, in conditions which give rise to the accidents which are classified under the above headings. Yet these statistics show that such appeal is necessary. The motorist and the driver of horse-drawn vehicles can do much to reduce the accident rate by visualizing the most frequent causes of accidents, and by taking care to avoid these risks.

Precaution on Approaching Crossings.

Thus, if drivers resolve to slow down and approach each road junction carefully, so as to be in a position to stop instantly, if they resist the temptation to take a chance in passing other vehicles, if they are careful to keep to their proper side of the roadway and approach all corners and turnings strictly on the correct side of the highway, they will do much to

reduce the risk of road accidents. If they refuse to take chances, which presumes on the part of another driver the skill and nerve they themselves possess, neither frequent cause of accidents will be avoided.

Lastly, it is urged that more consideration should be shown to the pedestrian and his rights strictly respected.

Pedestrians are often unable to estimate accurately the speed of the approach of motor vehicles, and it is very confusing and perplexing to a pedestrian in a busy street to judge correctly the moment to effect a crossing. In cities where the light control of traffic is in operation, it is comparatively simple to arrange for a time for pedestrians, but where traffic is controlled by police whose signals cannot differentiate between vehicular and pedestrian traffic, it is very difficult, without employing large numbers of extra police, to arrange facilities for pedestrian traffic.

The motorist should remember this, and by his consideration and thoughtfulness facilitate pedestrian traffic in its perilous journey through the streets. In the country it should be remembered that pedestrians are not so accustomed to motor traffic as the inhabitants of cities and towns, and that, accordingly, even greater care is necessary.

Pedal Cyclists Responsible. Pedal cyclists were responsible for 542 accidents. It is rather strange to find that the overwhelming majority of these accidents was due to collision between horse-drawn vehicles or other cyclists, numbering, in fact, 375 of the total.

A consideration of these figures will indicate to this class of road user, the dangers to avoid. In particular, a cyclist should, when riding at night, see that his machine carries an effective lamp, and, in addition, a rear red reflector. Owing to the lack of a rear reflector, cyclists at night are often in great danger from motor traffic. This class of road user was responsible for 1,440 accidents, and the analysis of these accidents clearly indicates the dangers to avoid. More than 66 per cent. of the accidents resulted from a dangerous usage of the roads.

One will receive a ready acquiescence from everyone in recognizing the dangers involved under the above headings, yet, despite this, one may see every day many persons who run these risks unthinkingly.

In the table of pedestrian accidents, we find that children under twelve years figure in 396 accidents, resulting in 34 deaths. In Dublin 252 children were involved. It is very desirable that some form of "safety first" instruction should be given in the schools, and that, in addition, in cities and large towns play centres for children should be given in the schools, and that, in addition, in cities and large towns play centres for children should be established.

Increasing Dangers to Future Drivers.

Each year we may expect an increase in the number of vehicles using our highways, and we may expect also a consequent increase in the dangers of the road. Much already has been done to improve the safety of our roads. Magnificent surfaces have been laid, narrow roads widened, dangerous corners removed, and directional signal posts erected over the whole country. The traffic position has been investigated and now legislation has been promised.

In spite of all this, the effecting of a greater measure of security in road users themselves. They must learn to appreciate the dangers which exist, and, by mutual forbearance, courtesy and co-operation, they can render road travel safer. Traffic conditions in other countries give rise to problems of appalling difficulty, and the holocaust of accident victims increases from year to year. In this country we are not faced with such problems; yet that is no reason why we should not strive to reduce as far as possible our accident rate.

In the last four years over 600 people have been killed in traffic accidents in Saorstát Eireann. In 1930 2,709 people were injured, while 180 died as the result of accidents. The reduction of this casualty list is not a matter for any interest alone. All are concerned, and it should be the task of all to reduce this annual toll to the minimum.

The public can assist by the observance of safety first precautions on the streets and on the roads. The Press and our broadcasting stations can help by directing attention to the risks that selfish and thoughtless road users cause to the community. The

schools can assist by inculcating in the young the principles of safety first.

What is wanted is a sustained and intelligent interest in traffic matters on the part of the public. The only hope of real improvement is in the education of all road users to realize the dangers of the road and the means by which such danger may be avoided, thereby enlisting their interest and assistance in the spread of "Safety First" principles.

OLD CARS.

Do They Constitute A Menace.

There are many old cars on the roads in the Free State to-day which should have been put on the scrap heap years ago; for they are a danger not only to the owners, but to the other users of the road. Used by their owners for "hacking around," and not given any care, their brakes are worn out and inefficient, and very often the steering is in a defective and dangerous condition.

With the coming of Summer, many more of them will be brought out, for the most part by irresponsible young men who purchase them for a couple of pounds, put them into running order, and get as much out of them as possible during the Summer months, when minor discomforts and dilapidated appearance do not matter.

Need For Inspection.

These cars are never insured, and as far as the owners are concerned accidents do not count so long as they do not get hurt. On the road they constitute a menace, the more so on account of the fact that their drivers are invariably the worst kind of road "hogs."

A well-known motor agent some time ago told how he had sold eleven old cars to a scrap merchant. A couple of weeks later he came upon the scene of an accident, and was surprised to see that one of his old cars he had sold was involved. He suggested that the Government should incorporate provisions in the proposed new traffic laws providing for the inspection of old cars—in fact, of all cars—to ensure that braking and steering are efficient.

WILLYS CHARACTERISED.

While it is generally accepted that the modern motor car is engineered to give the owner satisfactory performance, the matter of appearance is another important factor that comes under the eye of the discriminating buyer. This means that in the development of modern motor cars, the manufacturer must give careful attention to vehicles that will have a distinctive appeal from a beauty angle and be in keeping with the current demand for cars that are outstanding in body design, exterior colour combinations and interior quality and luxury.

That Willys-Overland body demand is apparent in the company's 1931 Willys line which comprised a Willys Six, Willys Eight and a Willys-Knight, with eleven types in all. No detail has been overlooked to make these models the most attractive in the history of the Toledo manufacturer.

Lines of beauty feature the 1931 Willys Six, both on the 110-inch and 113-inch wheelbase. The development of these cars show a careful attention to detail from the trim, narrow radiators to the smartly tailored rear quarters. The design is harmoniously set off by the colour schemes which are available in either light shades or more formal darker colours.

LATEST AUSTRALIAN SUCCESSES

The Morris Minor won first place in each of the three main events in the recently held hill-climb at Frankston of the Victorian Junior Car Club. Mr. G. Bustow's model led the fields for both standard tourers and standard sports cars, its times being respectively 43.6 sec. and 42.5 sec. The third Minor success was that of Miss N. Bill's model in the ladies' event for standard tourers or sports cars, the time recorded being 45.1 sec. In a "secret-conditions" trial held under the auspices of the New South Wales Automobile Club, points being awarded for reliability, a flying half-mile, half-mile acceleration and slow-running, Mr. E. J. Buckley's Morris Minor secured first place in what Australians call the "Pram" class, scoring 171.98 points out of a possible 200.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in 'The Hong Kong Sun' and 'Herald', are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 6A Wyndham Street or Phone 24641.

ACTRESS DRIVES CAR.

Miss Desirée Ellinger, the popular continental actress, recently completed a journey of more than 1,800 miles in a Morris Minor through Europe. Her experiences are of interest, inasmuch as she had no trouble at all on the "expedition."

Driving herself, she set off from Dunkirk to Alaska, on the Italian Riviera, and covered the whole trip, both there and back, without suffering so much as a puncture. The journey down was comparatively uneventful, the most notable

fact being that 898½ miles were covered in 27 driving hours—an average of just over 30 m.p.h. on strange roads.

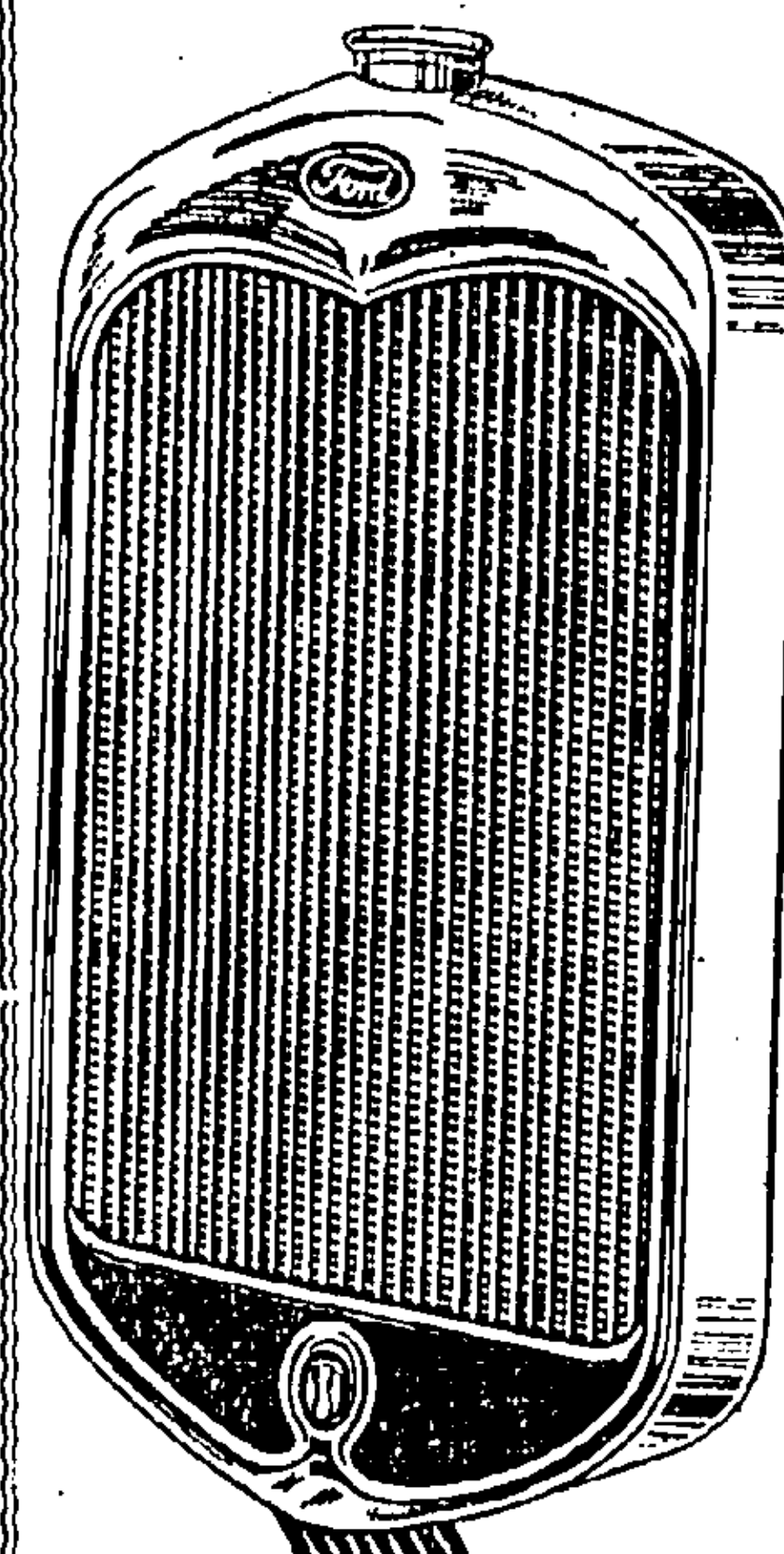
But on the return journey from Alaska to Dunkirk a different and more difficult and dangerous itinerary was chosen. Instead of taking the circuitous but easy road through the Rhone Valley, Miss Ellinger took the trans-Alpine route from the coast. Between Grasse and Grenoble alone six bad mountain passes—the lowest 1,774 ft., the highest 8,858 ft.—were encountered. Miss Ellinger was caught in a blizzard, and for 50

miles, with frozen snow obscuring the windscreen of her Minor, she drove, leaning out of the car, half-exposed to the intense cold.

Even worse was to come when the barrier of the Jura was tackled at the Col de la Faucille (4,331 ft.). In Miss Ellinger's own words, "Everyone advised me not to attempt it, but I was sure the Minor could get through all right." The road, ascending sharply and full of hairpin bends, was ankle-deep in snow, whilst heaped-up snow on either side towered above the Minor and its plucky driver. No skid-chains were available and for

the first time in the whole trip Miss Ellinger found it advisable to get down into bottom gear. Despite the cruel weather, the self-starter worked perfectly the whole time, and not once was hand-swinging necessary.

When it was realized that this tour of about 1,800 miles was undertaken with no preparation except the provision of route cards, and on a Morris Minor purchased from stock, it will be seen what an accomplishment the journey was—both for the courageous driver and for the car in which she had such faith.



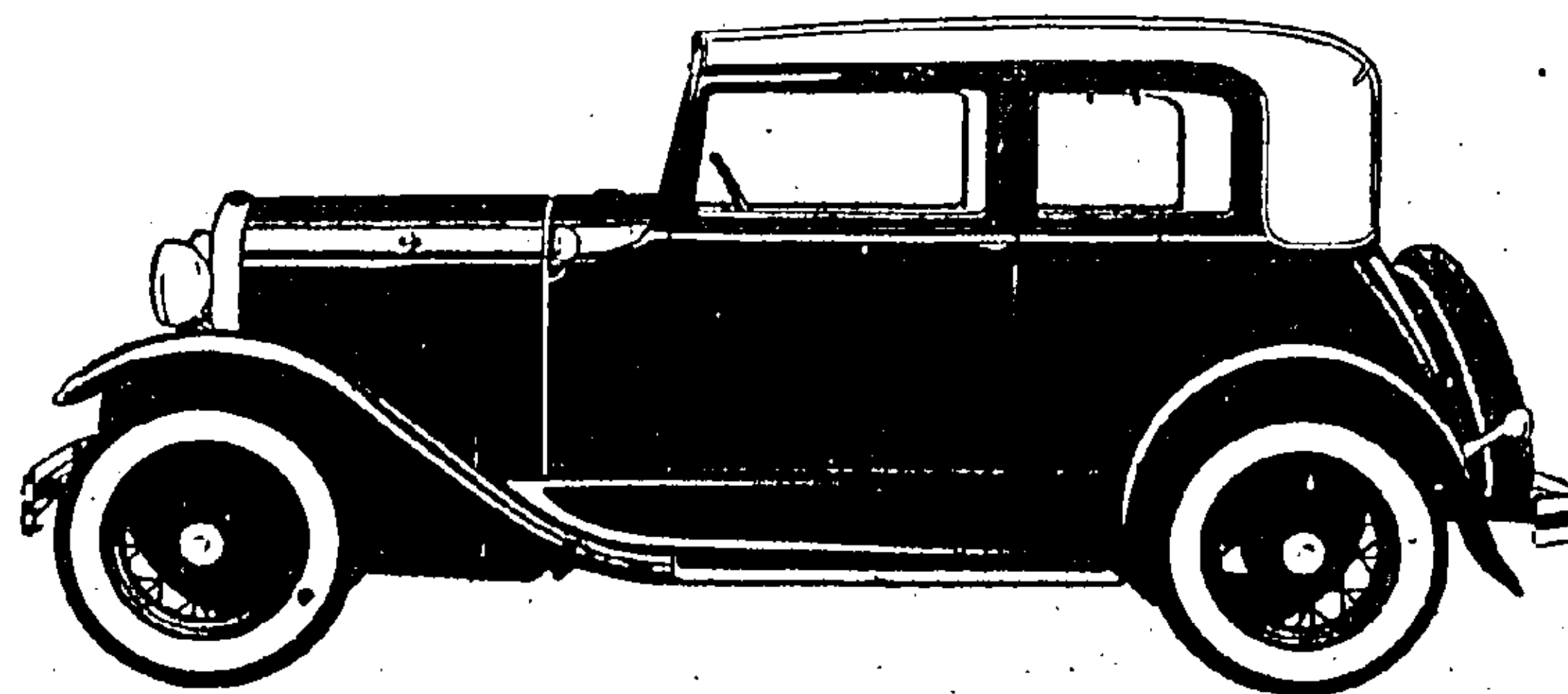
The New FORD VICTORIA

The newest, latest addition to the wide variety of Ford body types is the distinguished four-passenger Victoria. It marks a new degree of beauty and of value in a low-price car.

The striking lines of the Ford Victoria are especially apparent in the graceful sweep of the straighter, lower top, the slanting windshield and the curving back, with the spare tire wheel at a conforming angle. There is a suggestion of Continental design also in the shape and size of the side windows and the intimate interior arrangement.

The comfortable, deeply cushioned seats are carefully tailored and upholstered in luxurious mohair or fashionable Bedford cord, optional with the purchaser. Colours, appointments and hardware reflect the mode and manner of a custom-built car.

With all its new beauty and outstanding mechanical performance, the Ford Victoria sells at a low price.



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SHANGHAI.

CARS' SEASONAL OVERHAUL

Cooling Systems, Transmission and Carburettor Require Attention.

So long as different seasons bring changes in temperature, motor cars must be adjusted to meet shifting conditions. This coming of Spring in 1931 finds that as true as it was in 1930, with, of course, many detailed variations, writes William Ullman.

The variations come from the fact that cars are now more nearly all-weather vehicles. Yet, the very refinement which makes cars more suited to meet variations in temperature sometimes dictates a form of Spring preparation even more important than the adjustments required a few years ago.

Springtime attention formerly began at the top of the engine with carbon removal, but it starts at the bottom to-day. That is because the current high-speed, high-compression engines need more careful lubrication than their predecessors.

Simply to change from a light oil to a heavier one, or even to add a fresh supply of the same grade, is not enough to-day. The condition of the system that distributes the oil to vital parts is quite as important as the condition of the oil itself.

What breaks down an oil is not merely wear, nor even dilution, but heat and the dirt, dust, carbon and abrasives that become mixed with it. Heat thins any oil, but viscosity changes are less serious if the oil is clean.

That is why it will pay to make the first step of Spring maintenance a matter of dropping the crankcase thoroughly cleaning the sludge from the bottom of it and washing the screen at the top, especially the strainer at the base of the oil pump. While the crankcase is "down," crankshaft bearings profitably can be tightened. Car makers advise that this be done every 15,000 or 20,000 miles in modern high-speed engines.

High Speed Engine Oil Consumption.

If driven at high speeds, the engine of recent years consumes considerable oil, even under ideal conditions of maintenance. That fact puts a premium upon correct conditioning of the cooling system as well as the oil system. Narrow, deep radiators are the style in cars of recent years. They are handsome all right, but engines need a great deal of cooling now and un-

less the small total area of the radiator performs its job well, the motor's heat is not carried away rapidly enough.

So, when the anti-freeze solution is drained off, the cooling system should be flushed out and also thoroughly cleaned of rust and scale. A solution of sal-soda, or one of the several patented cleaners, should be put into the system and then the engine should be run until the temperature assures thorough circulation. After the system has been drained, the whole process may be profitably repeated.

None connections between engine and radiator should be replaced, for, if they are soft and disintegrating on the inside, particles of rubber will get into the radiator and clog its effective cooling area.

If the carburettor mixture was enriched, when the weather became colder last Fall, it should be leaned now—that is, of course, unless one happens to own one of the few makes of cars on which this compensation is automatically made. Too rich a mixture causes overheating, which may not show up in the form of a boiling engine, and overheating damages a motor seriously.

Correct carburettor mixture is important in engines of recent design as a preventive against carbon formation. It is even more important in fuel economy.

A proper carburettor adjustment, together with the use of the right fuel and the proper lubrication, will do much to clean a carbon-fouled combustion chamber and keep it clean.

After the foregoing details are attended to, valve adjustment, re-setting of the generator charging rate if it was advanced in the Fall, carbon clean if the engine is especially dirty, replacement of the oil filter cartridge and cleaning and adjustment of the electrical system from distributor to spark plugs will put the engine in tip-top shape.

Of the chassis parts, only two need specific attention in the average car of recent years. These are the transmission and differential. In the former many changes have been wrought of late. They have not, however, vitally changed the form of seasonal maintenance,

except perhaps to make it more vital.

Care of Transmission and Differential.

All that needs to be done is to drain and flush both transmission and differential. The transmission has more delicate parts than formerly.

This makes more important a lubricant of precisely the right grade. That which was right for cold weather seldom will prove so when the thermometer rises.

Apart from the engine and drive mechanism, the remainder of the car is so slightly affected by weather changes as to call for little attention. However, there are a number of things that may be done at this time.

Wheel alignment should be checked as a means of correcting not only excessive tyre wear but of rectifying difficult steering. Wheel bearing adjustments should be made to reduce bearing wear—inadvertently forestall a costly replacement—and also to prevent tyre damage. Loose bearings permit wheels to wobble. In the back wheels this means tyre wear; in the front it means tyre plus harder, and possibly dangerous, steering.

Owners of cars that were new last Spring, or of those which have not had brake adjustments for a year, will be surprised at the difference it will make to have the job done now. Enclosed brakes, and nearly all brakes are enclosed, have better protected linings. This means that they last longer. Many brakes which do not need new linings, however, are doing far less efficient work than they are capable of simply through incorrect adjustment.

Cleaning the mechanical brake linkage of rust and dirt, followed by a thorough oiling of all moving parts, is also advisable.

If more fluid, or a lighter grade, was put in a hydraulic brake system for Winter it should be changed now. The same applies to hydraulic shock absorbers, some of which are adjustable for different operating conditions.

A Few Good Hints.

It may be a good idea to change tyres now. Winter, with its cold weather, is kind to thin, worn tyres, but Spring, with rising temperature and higher road speeds, is less so. The fact that warmer weather increases the danger of blowouts is one that the car owner should consider from the standpoint of safety.

In these days of sturdy lacquer finishes the change of season makes little difference, except that Spring is the usual period for

cleaning and painting. This makes it a logical time for the car owner to have his automobile refinished, renovated, or merely washed and polished. In the latter case, to top the polish off with a coat of wax, of which there are many varieties, is to assure the car's good appearance for a much longer period.

The advisability of applying a wax finish has been questioned, but authoritative opinion counsels it unless the car is due to be refinished. In that case the difficulty of getting down to the metal is increased by the presence of a wax over the lacquered surface.

A coat of top dressing is always advisable at the season, and repainting the wheels will also enhance a car's appearance. Furthermore, paint-chipped wire or disk wheels are more subject to rust and even wooden wheels need the protection of paint.

NEW MODEL.

Willys Six De Luxe Roadster.

Adhering to its policy of thrift and quality for the car buyer, the Willys-Overland Company announces a new Willys Six De Luxe Sport Roadster to sell in the low priced six-cylinder field. This new car is de luxe in every sense of the word. In appearance, quality and performance.

Its engine is identical with the one that has proved so highly successful during the past fifteen months in the Willys Six line and which gained international prominence in winning first and second places in the annual Pike's Peak race when pitted against the largest field that ever competed in this world famous hill climbing classic.

Every detail of the car from its trim and smartly designed radiator to the rear quarter, which includes a spacious rumble seat for two, denotes quality while the graceful streamlining reflects its built-in speed and power.

The exterior colour combination is in three shades of light green, the colour being extended to the fenders, splashers, gas tank, etc. These

exterior colours harmonise with the smart upholstery of special green leather.

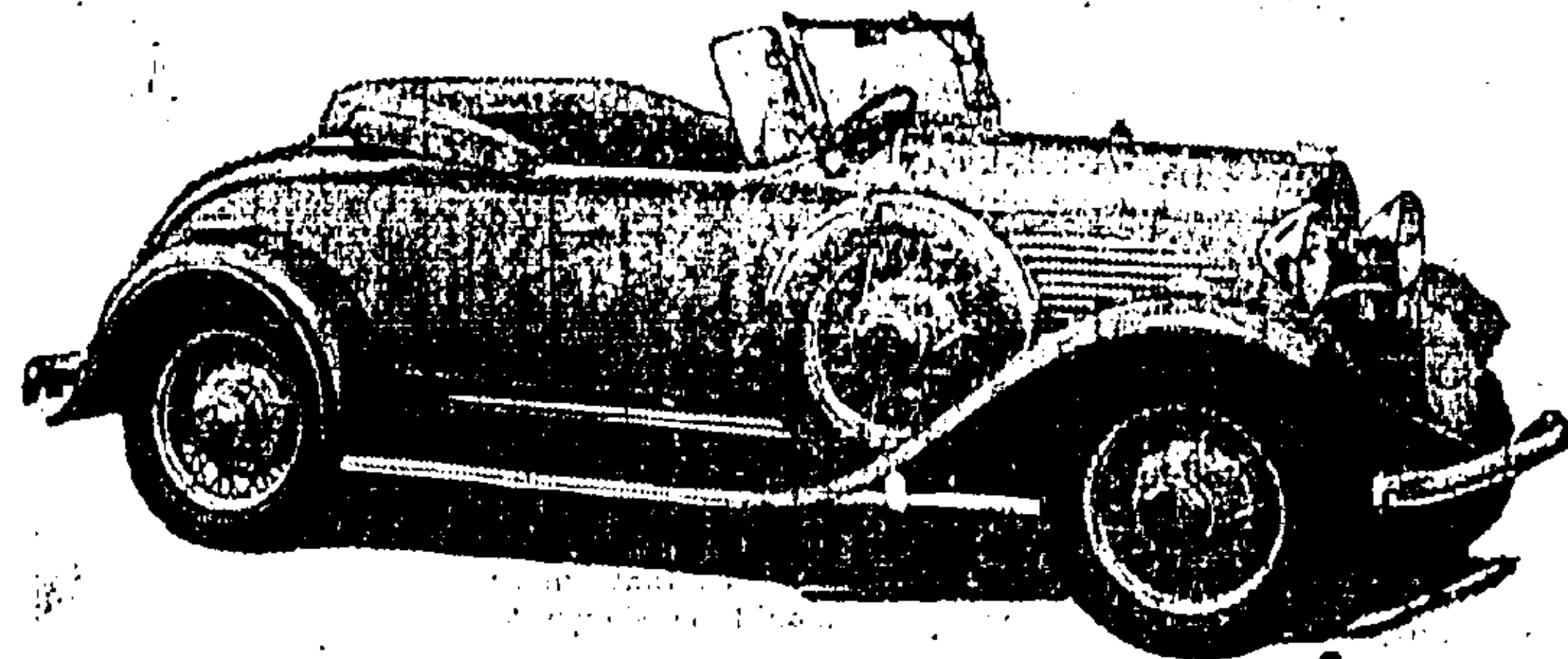
Special standard equipment and accessories enhance the appearance. This equipment includes two spare wheels mounted in forward fender wells and equipped with metal tyre covers, chrome plated on the outer band and lacquered on the inner band; rear view mirrors mounted on each spare wheel; head lamps, tie bar and fender lamps of chrome plate, while the tail light is lacquered in green to match body colour.

Two horns, mounted in front, also are included in the standard equipment. The trunk rack is lacquered in the body colour with walnut finish strips. Gear shift ball and control knobs on the instrument panel will be of imitation Catalin. A cigar lighter is furnished assembled to the instrument board and all control levers in the driver's compartment are chrome plated. Foot pedals are equipped with rubber pads in green.

Windshield and wings of safety glass are standard equipment.

Roominess in both front and rear compartments is a feature of the De Luxe roadster. The top, which is the collapsible type, is of a heavy

New Willys Six De Luxe Roadster



The Willys-Overland Company announces an addition to its line of low priced cars. The new model, a De Luxe roadster, is shown above. In every detail it denotes style and quality while the streamlined body reflects its built-in speed and power. It is powered by the same engine that won the famous Pike's Peak race. This new roadster carries four passengers, two in front and two in the rumble seat in the rear. Two spare wheels with chrome plated metal tyre covers are carried in the front fender wells.

double texture and rubber interlined with a cloth that harmonises with the paint colour. A top cover is included in the standard equipment, with bows lacquered and all metal parts chrome plated.

The chassis has a wheelbase of 110 inches, the frame being the double drop type which insures a low centre of gravity. The engine develops 65 horsepower, has a top speed of more than 70 miles an hour and 45 miles an hour in second. Double acting hydraulic shock absorbers add to the smooth riding qualities.

To insure safety at all speeds, four-wheel Bendix Duo Servo brakes, internal expanding, two-shoe type, with cable hook-up are employed, with the hand brake located at the extreme left, operating on all four wheels.

Willys-Overland sales executives view this new model as a progressive step in the roadster field since it brings outstanding quality and performance of the high priced car to the low priced class.

SPIRIT OF ADVENTURE.

An account of the average world tour by car or motor cycle makes somewhat dull reading by reason of

the very monotony of the enterprise and the comparative lack of adventure day by day. From time to time, however, enthusiasts start off on a venture which is entirely out of the ordinary and their doings are well worth following. Quite recently, for instance, two young Lancashire men decided to go "round the world" and, money being scarce, selected a motor cycle and sidecar as being the most economical and suitable way of travelling. Funds were pooled and an Ariel side-valve machine with an extra large van-shaped sidecar was purchased. These adventurers aim to work their passages on the boats on which they have to travel and are taking full camping kit with them so that they may be independent of hotel accommodation. Apart from the route, their plans are delightfully nebulous. They are taking a cargo boat to France and from there they will make for Constantinople, Alexandria, Cairo, across the desert to Lake Victoria and then on to Cape Town. Another cargo boat to Colombo and then through India and Malaya to Australia, where for the time being the definite route ceases. The duration of the trip depends on the traveller's inclinations or, as they express it upon "how long the money lasts."



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for this sign of
ECONOMY

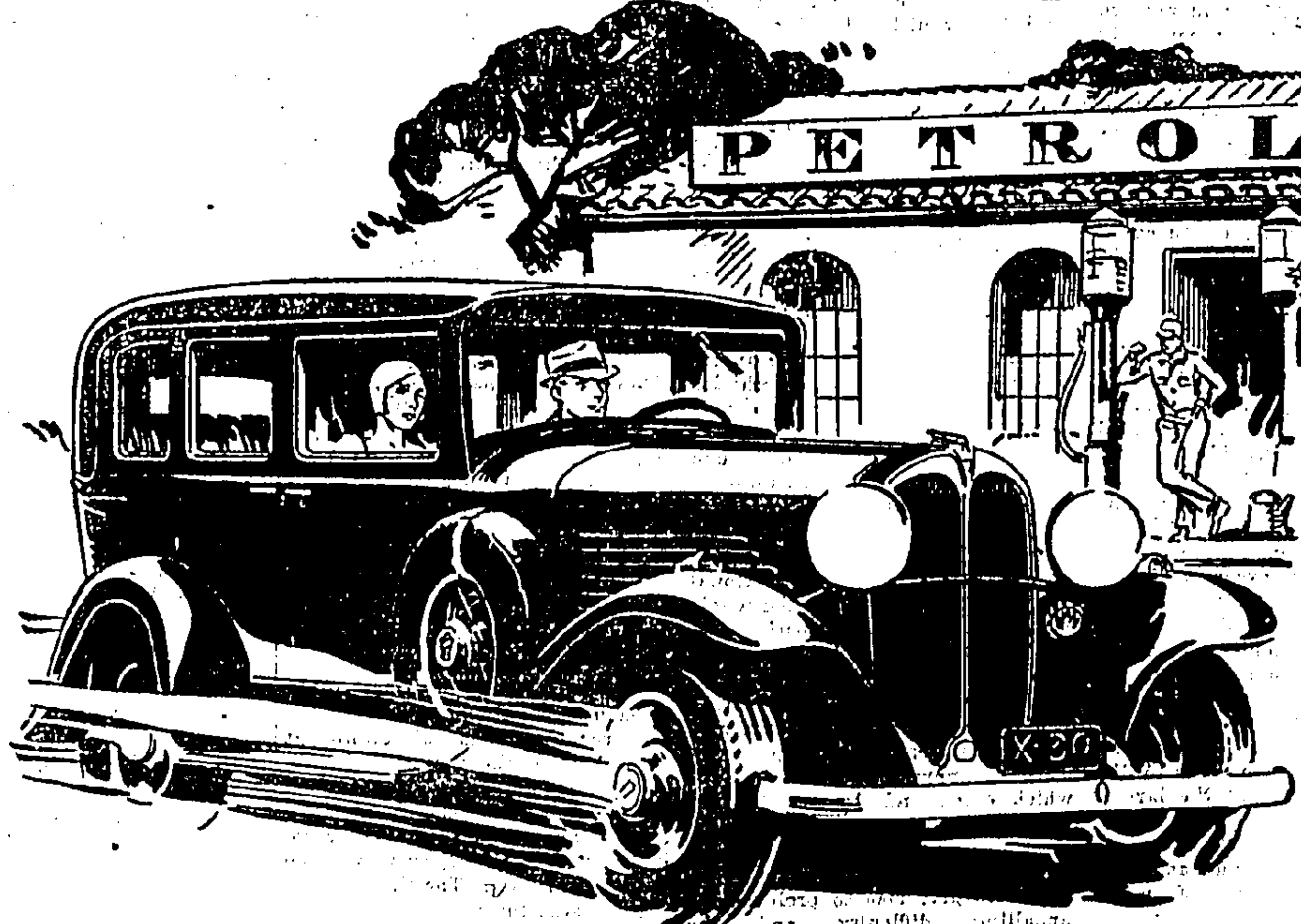
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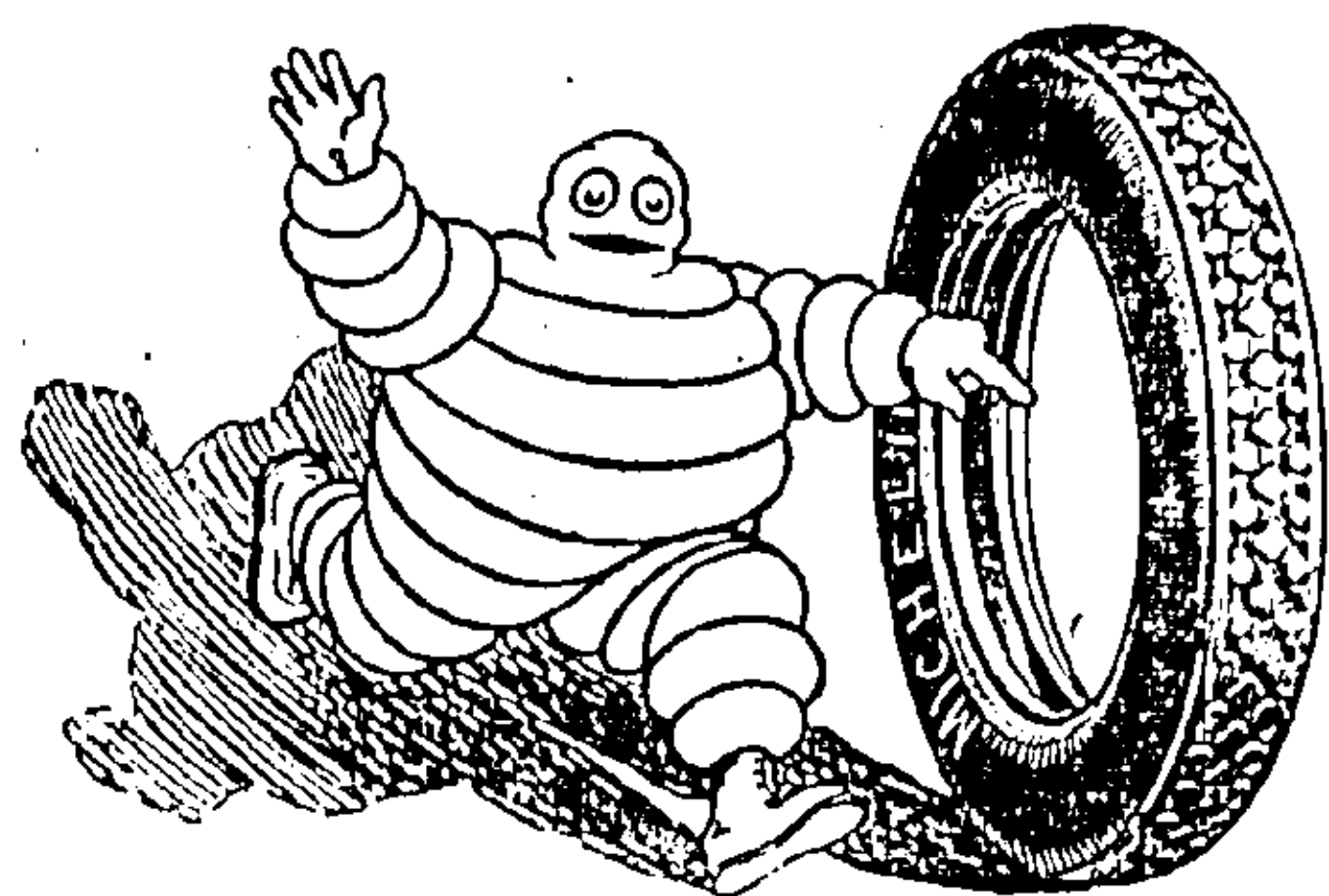
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HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 56242 & 57804.

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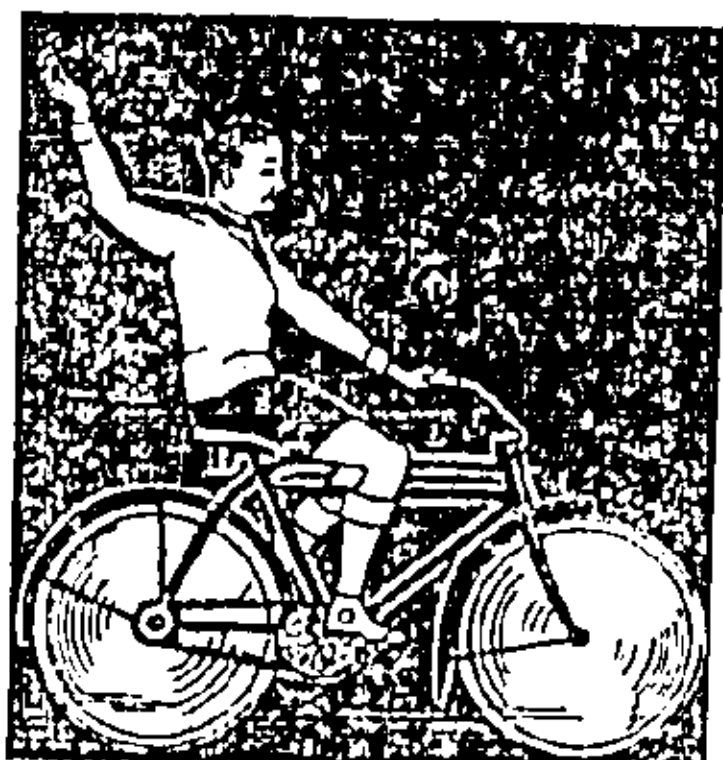
FREE-WHEELING.

A Decided Contribution to Progress.

Automotive engineers both in Europe and America recognise free-wheeling as one of the greatest single achievements in motor car designs since the adoption of the electric starter. Curiously enough, engineers have been stimulated in their imagination to utilize momentum in the operation of a motor car by such a familiar example of free-wheeling as a boy riding his bicycle who stops pedalling and relaxes while the bicycle rolls along.

The many advantages free-wheeling contributes to driving are particularly exemplified in the present complete series of Hupmobiles including a six cylinder and four straight eights. Some of the features resulting from the adoption of free-wheeling in these new Hupmobile models include an economy of oil of 18 per cent. at least, a saving of fuel of sometimes more than 12 per cent., a reduction in necessary clutch operation of from 30 to 60 per cent. and new freedom in driving ease.

These large savings in fuel and oil are effected by Hupmobile Free-wheeling because, whereas the en-

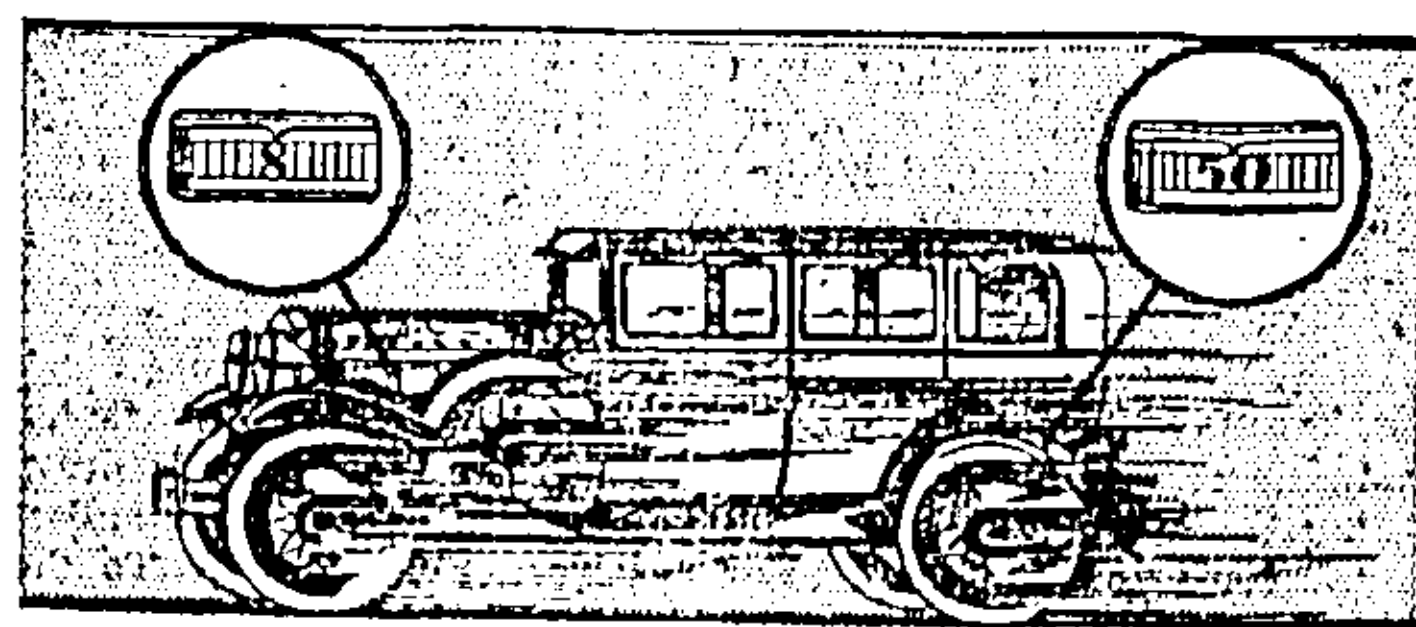


The bicyclist utilizes free-wheeling.

gine formerly continued to turn up in revolutions although the throttle was closed, it now only idles while the car continues to roll along under its own momentum at 10, 25, 30 miles an hour or more.

Engine vibration is completely lost when free-wheeling. Engine back-lash, so common in other types of transmission, when the throttle is suddenly closed or opened, is eliminated. This feature naturally saves in wear and tear on tyres and the entire driving assembly and particularly in the wracking effect on the car body. Still another advantageous feature of the new free-wheeling for every Hupmobile model including the Century Six, Century Eight in all series, C, H and U models is an easier, quieter and more flexible second gear performance.

As adopted by Hupmobile, free-wheeling is simplicity itself. There is nothing new to learn and even less to remember than with



The above illustration graphically shows the reason for saving in fuel with free-wheeling.

the old fashioned type of car. In free-wheeling the clutch may be used to shift into all speeds; it must be used, as in ordinary driving, when shifting into reverse and low speed and from low into second speed. However, under certain operating conditions, it is easily possible to shift from second to high or back from high to second speed in free-wheeling without using the clutch. In such cases, the forward speed of the car must be sufficient to permit the engine to idle below car speed. When free-wheeling is not used, the clutch must be used to shift into all gears. In its case of operation and its simplicity and freedom from mental strain, the Hup Mobile Car Corporation believe free-wheeling will find great favour with all drivers.

Much of the driving ease found in free-wheeling comes from its unusually quiet operation. Everybody knows of the quiet high speed operation in motor cars of to-day. With the introduction of Hupmobile's new free-wheeling transmission it is now possible to include a spiral type of gear in second speed. This new second gear provides third speed quiet in second gear operation on all new Hupmobiles. It introduces a new sense of silent operation which is particularly desirable feature when frequent gear shifting is necessary.

Hupmobile's free-wheeling consists of an over-running or one-way

clutch. This clutch permits the gears to remain engaged in either second or high speed while the car is rolling forward under its own momentum and the engine is idling at a speed of an equivalent of from 6 to 8 miles an hour. In operation this clutch is similar in principle to the well-known bicycle coaster feature and the stem winding watch. As a bicycle saves in effort so Hupmobile's free-wheeling effects economies in operating cost and driving effort that will obsolete the older type of transmission.

In traffic when a car suddenly darts out into the street, with free-wheeling the driver simply lifts the foot from the accelerator. The car continues to move forward but the engine idles while the gears remain in mesh. With free-wheeling the car is more quickly stopped when travelling rapidly because only car

momentum has to be overcome. By simply depressing the accelerator the engine speed increases to car speed for fast pick up in high. In traffic jams the driver simply pushes the shifting lever into second without touching the clutch and the fast get-away of second gear is at his full command when free-wheeling.

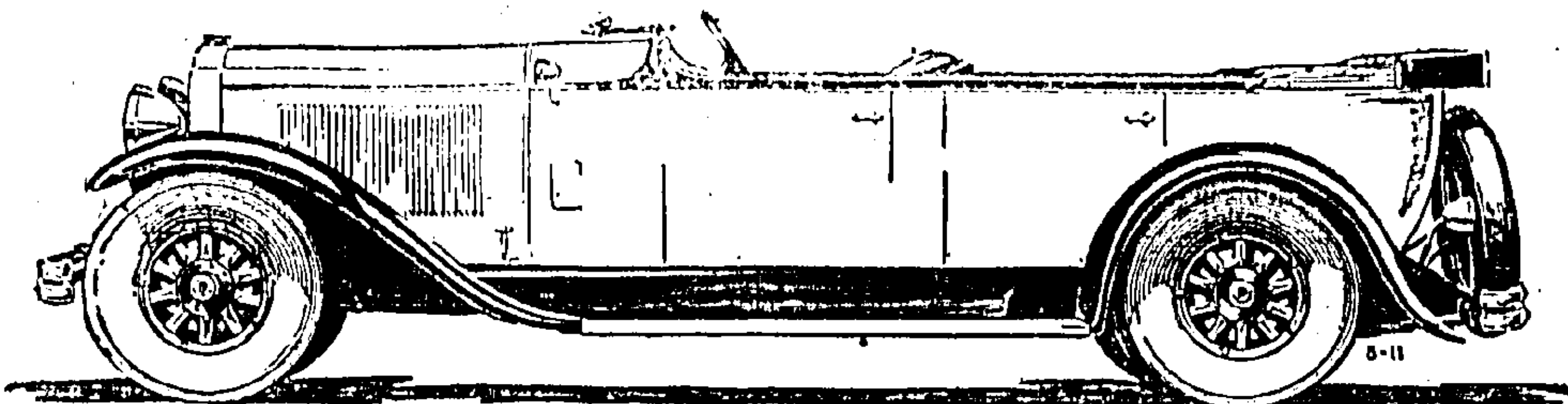
When ready to shift into high speed the lever is merely pulled back into third position without touching the clutch.

Tests have shown that from 30 to 60 per cent. less clutch action is necessary with free-wheeling. This, of course, means considerably less physical effort and mental strain.

The great saving possible both in fuel and oil and in subsequent repair bills together with their lessened strain in driving is bound to rapidly increase free-wheeling in popular favour.

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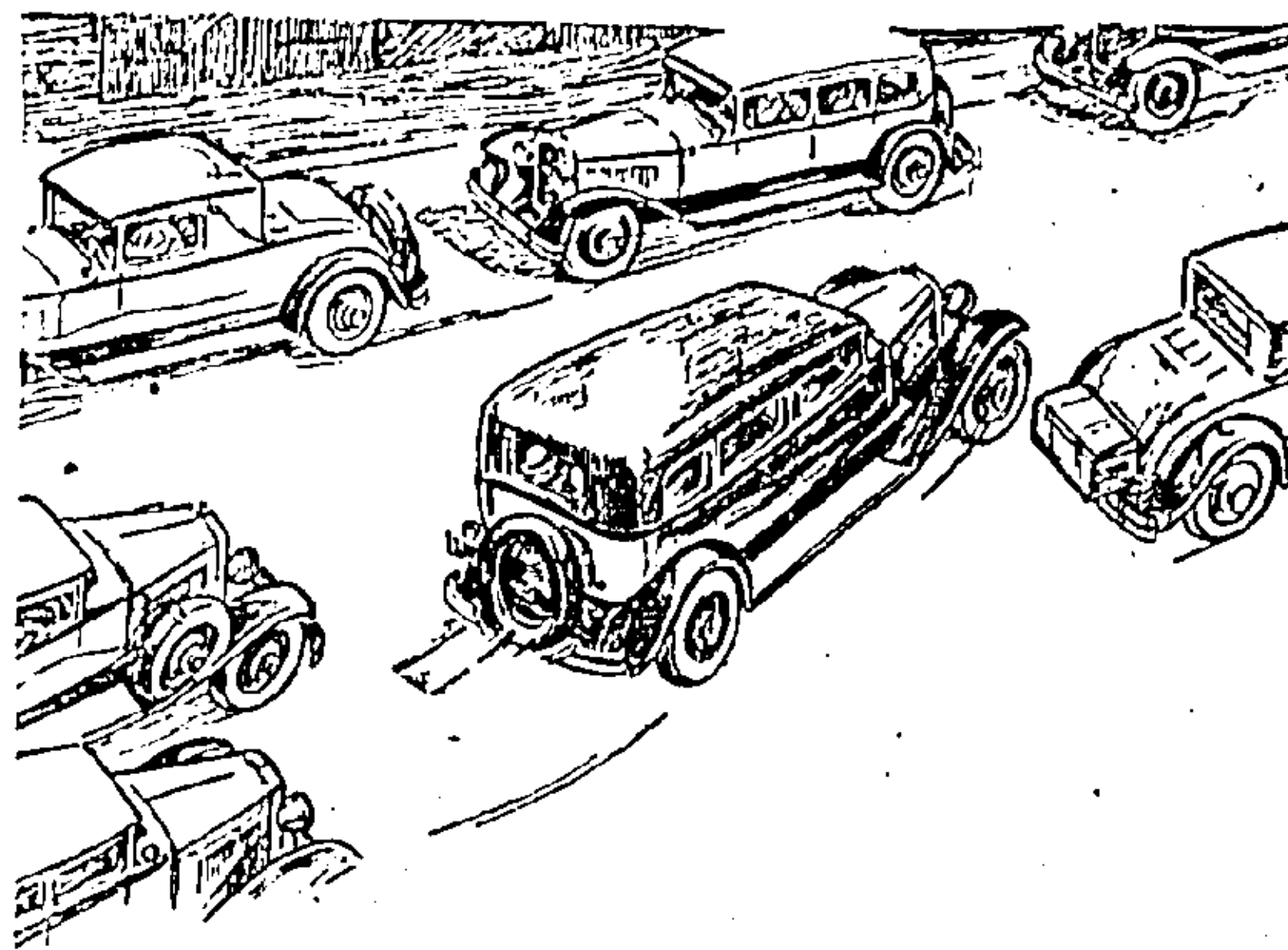
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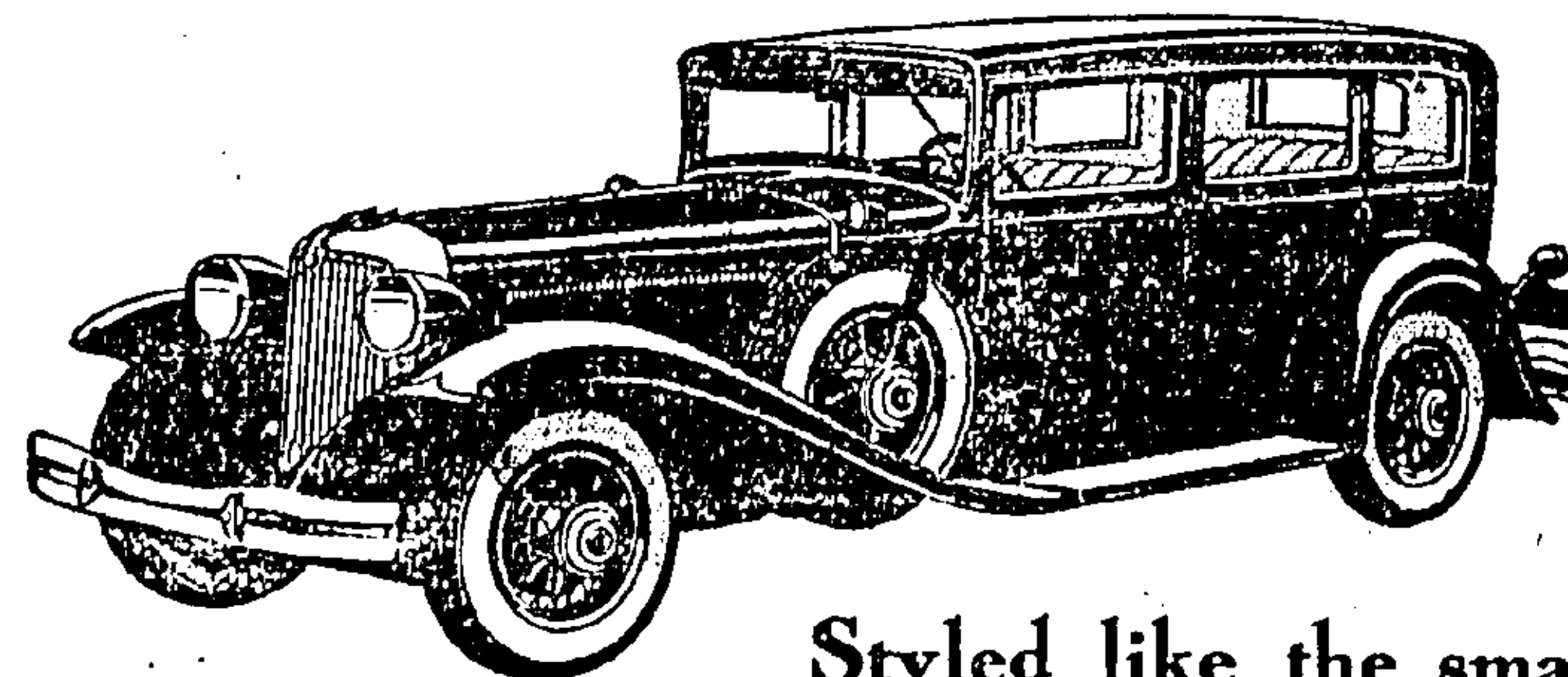
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A big new Chrysler Six expressly designed to stand forth as the smartest six-cylinder car ever available at such a low price.

With its 116-inch wheelbase it is an extremely graceful car in size, length, proportions and in all its fine characteristics of design. Like its magnificent companion

cars, the Chrysler Straight Eights, the new Chrysler Six has a double-drop frame permitting a very low center of gravity—which is an essential source of more attractive appearance, better balance, finer riding qualities and greater safety.

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THE BLUE RIBAND OF GOLF

GOLFING WIZARDS TO BATTLE
AT CARNOUSTIE

NEWLY CONSTRUCTED COURSE

AMERICAN CONTINGENT NOT
SO FORMIDABLE.

[By "Divot"]

To-morrow, June 1, the eyes of the golfing world will be focused on Carnoustie, that small Scottish town north of Dundee, where the "tigers" from far and near will compete for the most cherished golfing honour — The British Open Championship.

This is the first time in the history of this little borough that the "Open" will be played on its well-known golf course, but as it has already "hosted" the Scottish Amateur and several important Scottish Tournaments on more than one occasion, the golf course committee can be depended upon to make the week's golf a success for all concerned.

It is early yet to predict the new champion, special interest, no doubt, will follow the ups and downs of all the great players throughout the championship, and it remains to be seen whether the trophy will return to America or remain in Britain.

THE BRITISH "OPEN"

It was on July 28 last year that the Championship committee of the Royal & Ancient Golf Club of St. Andrews decided that Carnoustie would be the venue for the Open Championship for 1931.

During the Scottish Championship played at Carnoustie last year, critics considered that the old course was not a severe test for the Open Championship, but since then the course has been reconstructed, until the total distance is now 6,701 yards. Certainly a good test for Championship golf!

The following are the lengths of the holes showing par and scratch figures.

Revie the former boy champion of Leven, in the annual fifty-side inter-club match between Leven Thistle and Carnoustie, played half at Leven and half at Carnoustie, caused quite a sensation a few weeks ago.

Playing in unpleasant weather with a boisterous wind MacRieve defeated Mac Smith on the last green. The former boy champion went round in 74 and Mac Smith in 76.

It was in this match played over the new championship course, that another Leven youngster Ken Forbes established a "record" of 73 for the course.

The professional record for the

CARNOUSTIE OLD COURSE.

No.	Name	Yards.	Par.	Scratch	No.	Name.	Yards.	Par.	Scratch		
1.	Cup	401	4	5	10.	South America	406	4	4		
2.	Gulley	418	4	5	11.	Dyke	452	4	4		
3.	Jock's Burn	321	4	4	12.	Southward Ho	467	4	5		
4.	Hillocks	365	4	4	13.	Whins	435	3	3		
5.	Brace	363	4	4	14.	Spectacles	473	5	5		
6.	Long	521	5	5	15.	Luckyslap	424	4	4		
7.	Plantation	376	4	4	16.	Barry Burn	435	3	3		
8.	Short	115	3	3	17.	Island	428	4	5		
9.	Railway	417	4	5	18.	Home	453	5	5		
Out				3328	36	38	In		3373	36	38
Total				6,701 yds.				Par. 72		Scratch 76	

Carnoustie will be one of the longest championship courses, and compares favourably with Hoylake 6,750 yards and Sandwich 6,761 yards, although the par score for Carnoustie is a trifle easier than most of the other championship courses.

Who Will Win.
The result of the blue riband of the golfing world remains a very open question. Bobby Jones will not be there to defend his title and it is difficult at this stage to predict a likely winner, yet it is to be hoped that one of the younger school of the British professionals will rise to the occasion and retain the Championship for Britain.

In and around Carnoustie Macdonald Smith is a warm favourite for the event. He certainly has been practising hard, and should by now be familiar with the run of the course.

Mac Smith Defeated.
His defeat by young Eric Mc-

championship course was recognised, when Mac Smith went round in 74 to win the Stevenson Cup of the Carnoustie Club, of which he is a life member. This was a few weeks ago, and, no doubt, this record will go by the board ere a new champion is proclaimed.

Britain's Hopes.
There is every chance of one of the British professionals being successful this year and a great ovation awaits the conqueror should this be accomplished.

Archie Compston is a great golfer, one of the greatest who has yet to win the Open, while the other "tigers" should give a good account of themselves.

Charles Whitcombe should be well in the running, and of the younger members of the Ryder Cup team including W. H. Davies, and H. G. Jolly, great things will be expected. T. H. Cotton who

refused to comply with the regulations concerning the Ryder Cup team, and was therefore omitted, is considered one of the finest British golfers and should go far in the Championship.

It will be interesting to learn how George Duncan and Abe Mitchell will fare. They are of the older school but are still considered good fighters and apt to upset calculations.

The American Contingent.

The fact that Bobby Jones, Walter Hagen, Jim Barnes and Jock Hutchison will not be competing at Carnoustie, is of considerable interest for these four are the men who have been responsible for taking and keep-



Horton Smith, an American contender with high hopes.

ing the British title in America every year since 1921—with the one solitary exception of 1923, when A. G. Havers, the Coombe Hill professional, was successful. Hutchison won the title in 1921, Hagen won it in 1922 and again in 1924, 1928 and 1929, Barnes won in 1925, and Bobby Jones in 1926, 1927, and 1930. In the absence of this formidable combination of American golfing talent the chances of the title once again returning to British shores are rendered very much brighter, but there will probably be a strong American contingent to fight against, including Diegel, Macdonald Smith, Horton Smith, Don Moe, Cruickshank, and one or two others who have been well up the list in recent years.

No details of the entries have come to hand, yet it is expected that those already mentioned will be taking part.

TYPIST HELD UP IN CITY OFFICE.

Forced to Open Safe at Revolver Point.

An eighteen-year-old girl typist was alone in a London office when a young man walked in.

Locking the door and producing a revolver, he forced her to unlock the safe, threatening to shoot her if she made a noise.

He then took £20 from the safe, and ran away before the alarm could be raised.

The girl is Miss B. M. Gregory, who lives at Camberwell, and who is employed by Messrs. Leo Wildi, hat manufacturers, in Long-lane, E.C.

Miss Gregory, said to an Evening News correspondent:—

"I was sitting in the office alone about 12 o'clock when the door suddenly opened, and a tall man about 24 or 25 years of age, wearing a mackintosh and a soft hat, entered.

"He carefully closed and fastened the door, and then walking up to me put a revolver near my face and said, 'Give me the key of the safe. If you shout or scream I'll do for you.'

"I said to him, 'I have not got the key of the safe.'

A Life-Preserver, Too.

"The man, still holding the revolver a few inches from my face, said, 'Look in your bag, then. I want money.'

"I was forced to open my hand-bag and he saw the key. I tried to argue with him in the hope that somebody would come back to the office, for two members of the staff had only just left the building.

"But the man, who also had a life preserver hanging from his wrist, said 'Hurry up, open that safe.'

"I had to go over to the safe and open it while the man still kept me covered with the revolver.

He took about £20 out of the safe, and after disconnecting the telephone, walked to the door. Turning round he said, 'If you scream before I am out or raise an alarm, I'll do for you.'

"He ran down the stairs after he had slammed the door, and a few moments later a messenger boy came in and called the police. The man was only in the office for a few moments. I should know him again wherever I saw him."

Detectives have obtained from Miss Gregory a detailed description of the man.

THE "CENTRE OF LONDON."

Whether the Cross in the forecourt of Charing Cross Station or the Nelson Monument in Trafalgar Square is the official centre of London is a question which has been raised in a dispute as to wages down on the marshes in Essex.

In an earlier London a like question might have arisen over the question as to from which end of St. Paul's a compass should measure circles on the map. For the old centre of London was the top of the little hill on which the City stands. We still speak of "within a mile of St. Paul's" to describe somewhere within the heart of London.

And there is an old legend that the houses in the streets are numbered from St. Paul's. That is, No. 1 is always at the corner nearest to the cathedral. This may be fairly true of the City, but it is not true of London as a whole.

In the suburbs the numbers run from local centres, and may go upwards towards St. Paul's. Still, St. Paul's, upstanding in the view, a great landmark on the highest point, was for long a very obvious centre. Yet now we hardly look upon it as the centre even of the City. If we were asked where that was we should probably say the Bank. There we find, at any rate, the business centre.

Twin Cities.

London grew towards the west rather than towards the east. It was really Westminster and not the London of St. Paul's and the Tower, and of merchants, trade and shipping that became the capital of the kingdom. A royal and political centre arose some distance away from St. Paul's, the old ecclesiastical and commercial centre.

Old London within the walls looked after her own affairs. A new London without the walls looked after national affairs. Lon-

FEDERAL HOME FOR WOMEN & GIRLS.

Good Work by Ladies' Committee.

There were 135 admissions to the Federal Home for Women and Girls at Kuala Lumpur as compared with 171 in 1929, and 113 discharges as compared with 190, says last year's annual report. Fifty-three inmates remained on December 31, 1930. Eight admissions were from Perak, three from Negri Sembilan, and two from Pahang. Fifteen inmates were married from Perak, three from Negri Sembilan, and two from Pahang. Fifteen inmates were married from the Home as compared with 27 in 1929.

The average daily number of inmates during the year was 48½ as compared with 49 in 1929; its cost of maintenance was \$8,421 as against \$8,639 in the previous year.

Pocket-Money.

The Home was regularly visited by officers of the department and members of the Ladies' Committee. The regular elementary teaching of the younger inmates which includes instruction in needlework as well as in elementary written Chinese has been continued; a large amount of sewing has been accomplished by the older inmates for Kuala Lumpur and Seremban hospitals. A small sum of money is credited to the inmates for each article sewn by them, which is paid on their discharge, so that the sewing performed by them not only provides useful occupation but a small amount of pocket money available when they leave the Home. As in the past separate accommodation has been maintained for inmates of known immoral character with a clinic for venereal disease attached, and much excellent work for the benefit of inmates suffering from venereal disease has again been accomplished by the Superintendent under the supervision of officers of the Medical Department. There was no epidemic disease during the year, and general health was good.

STATE LOTTERIES.

New South Wales Plan To Raise Money.

The appeal of the Churches having failed the New South Wales Government is preparing to start State lotteries for the benefit of the hospitals.

Profits of £500,000 a year are expected. Two months ago opponents of the lottery plan persuaded the Government to defer the lottery and let the Churches try to appeal for voluntary subscriptions. The Churches made their appeal, but failed to produce the required sum, it is stated.

don was become, in fact, twin cities. And a compass drawing a mile radius from St. Paul's found her rather top-sided. To the east it reached almost into no man's land; to the west it barely touched Westminster. And, later, London, deciding anew where her heart was, struck a compromise between the two cities. Where the road from old London and the road from Westminster met at Charing Cross she found her official geographical centre and drew from it with a bold four-mile sweep the now forgotten cab radius.

The Seven Londons. Charing Cross is probably as near a geographical centre as we can find. There remains, however, the difficulty of saying what radius really means "London" to us as she grows over outwards. We have wiped the old cab radius off the map as much too small. On the west and south it fell far short of the new boundary that London gave herself when she became a county. And there were other Londons far bigger than the county, which was itself about 100 times bigger than the City. It had Greater or Police London, theoretically within a 15-mile radius of Charing Cross, and Postal London, Water London, Telephone London and Criminal Jurisdiction London, all with boundaries that made old cab London look small. We may live within one London or another, although a circle of so many miles from Charing Cross credits us with living simple rustic lives.—Howard Ralph in the Evening News.

IN PRAISE OF COFFEE.

The Beverage of the Intellectual.

A correspondent of The Times writes: In his admirable speech at the banquet of the Chamber of Commerce at Sao Paulo, the Prince of Wales said of Great Britain: "We are not a great coffee-drinking country" and the comment on that must, I think, be "tis true 'tis pity, and pity 'tis 'tis true." I do not know exactly how things stand at this comment, but a few years ago we were using only 1 lb. of coffee a head of population per annum, against 12 lb. a head in Holland, 7 lb. in Germany, and 5 lb. in France. It would be much to the advantage not only of Brazil, but of several of our Dominions and of our people at home, that we should considerably increase our consumption of that aromatic aliment.

De Quincey said that coffee is the beverage of the intellectual, and we have with us a body and its virtues who know that it has a subtle and sustaining influence on the nervous system and quickens the wits without any unpleasant ulterior effects. There are few students or men of letters who have not found it helpful, and few deep thinkers whose ideas have not been clarified by it. But to the mass of our people coffee but sparingly appeals. They have not yet realized that it is a safe and gentle stimulant with a fascination of its own, that it increases their working power and diminishes the sense of fatigue. Mosso, the eminent Italian physiologist, showed that under the use of coffee the output of operatives working in factories was increased. No one who has seen the effects of a cup of hot coffee on an exhausted man can doubt its restorative power.

Coffee can never in any degree in this country supersede tea, which is of supreme and established reputation, but it may with advantage encroach on the domain of alcohol. The late Sir William Roberts, still one of our highest authorities on dietetics, thought that the widespread use of tea and coffee in modern times has had a beneficial effect on the nutrition of the brain and nervous systems of the nations addicted to them.

The failure of coffee to secure with us the popularity it enjoys in other countries is perhaps in some measure due to the fact that our cooks and housewives are not as skilful as they should be in the art of preparing it. The brown and tasteless fluid that is sometimes presented under its name is neither attractive nor consoling. One of the delights of a visit to the Continent is that a cup of good coffee is almost everywhere obtainable, while choice coffee is found in hotels and restaurants, where special attention is given to its blending, roasting and infusion.

"TATA" IRON.

Enemies Against Them?

Bombay, May 5.

The Board of Directors of the Tata Iron and Steel Company have issued a statement regarding the working and financial position of the company, in which large sums have been invested by thousands of the general public.

The statement contradicts the ugly rumours "circulated by enemies."

It says: "With the help of the additional price received for rails, the company's year just closed promises to be slightly better than the preceding year. The output of finished steel was the highest on record and the costs for the last half 1930-31 were lower than those for any preceding year."

The company has done everything possible to counter-balance the serious drop in the price of steel, the restriction of the demand for steel in areas which the company can most favourably supply, and the further falling off in orders for rails.

The results for the year must be regarded as satisfactory by all who realise the full weight of these factors.

"With regard to the rumour prevalent that the Board are considering some scheme for the re-organization of the company's capital, the Directors wish to announce that no such scheme is

ZEPPELINS AND THE DUTCH EAST INDIES.

Competition for Aeroplanes.

The Gazette de Hollande publishes a report to the effect that two of the leading Dutch steamship companies, the Netherlands Steam Navigation Co. and the Rotterdam Lloyd, are about to investigate the possibilities of passenger and freight service by airship between Amsterdam and Batavia.

There are at present no airships or airship facilities in either country, and it is doubtful if any Dutchman is sufficiently expert to advise on the subject, but the inquiry is interesting as showing that Dutch shipping interests are alive to their successful operation of the K.L.M. air service and the prospect of increasing competition.

Prohibitive Cost.

So far the K.L.M., though recognising the definite advantages in some respects of the airship, is convinced that an airship service to the Dutch East Indies would not pay, and sticks to the aeroplane. In the first place, the cost of an airship is prohibitive by comparison, and at least four of these monsters, costing something over twelve million guilders, would be needed to maintain a weekly service.

No doubt the airship, with which flight would continue night and day, would considerably shorten the duration of the long journey; but the aeroplanes at present in use have by no means reached the limit of their possibilities, and it can in fact be said that opportunities exist for greatly speeding up the service, and these are ready to be grasped as the route, still in its infancy, is developed.

The placing of Zeppelins on the Dutch East Indies service involves the most careful study. While there are many aeroplane experts there are few able to advise with assurance as to the behaviour to be expected of its unwieldy rival under the extremely varied climatic conditions of such a journey.

THE KING LOOKS BACK.

The King recalled his service as a naval officer when with the Queen, he paid a surprise visit to the Royal United Service Institution in Whitehall.

It was their first visit there since before the war, and they remained nearly an hour.

The Institution is celebrating its centenary this year, and the King showed special interest in an exhibition of British ships throughout the centuries.

"I served in the Northampton, a sister ship of that one," he said, pointing to a model of the Agincourt, a several-masted battleship of 1865. He also remarked that he had served in the Thunderer, a ship similar to the Devastation of 1871, a model of which is shown.

The King saw a demonstration of how an aeroplane is flown, examined bombs and shells, and saw examples of nearly every type of headgear ever worn in the Army.

GIRL'S HEART ON RIGHT SIDE.

An inspection by a doctor at the Whitby Memorial School, Belkington, Northumberland, revealed that a girl, Lily White, daughter of a local miner, has been living for 14 years with a heart on the right side of the body.

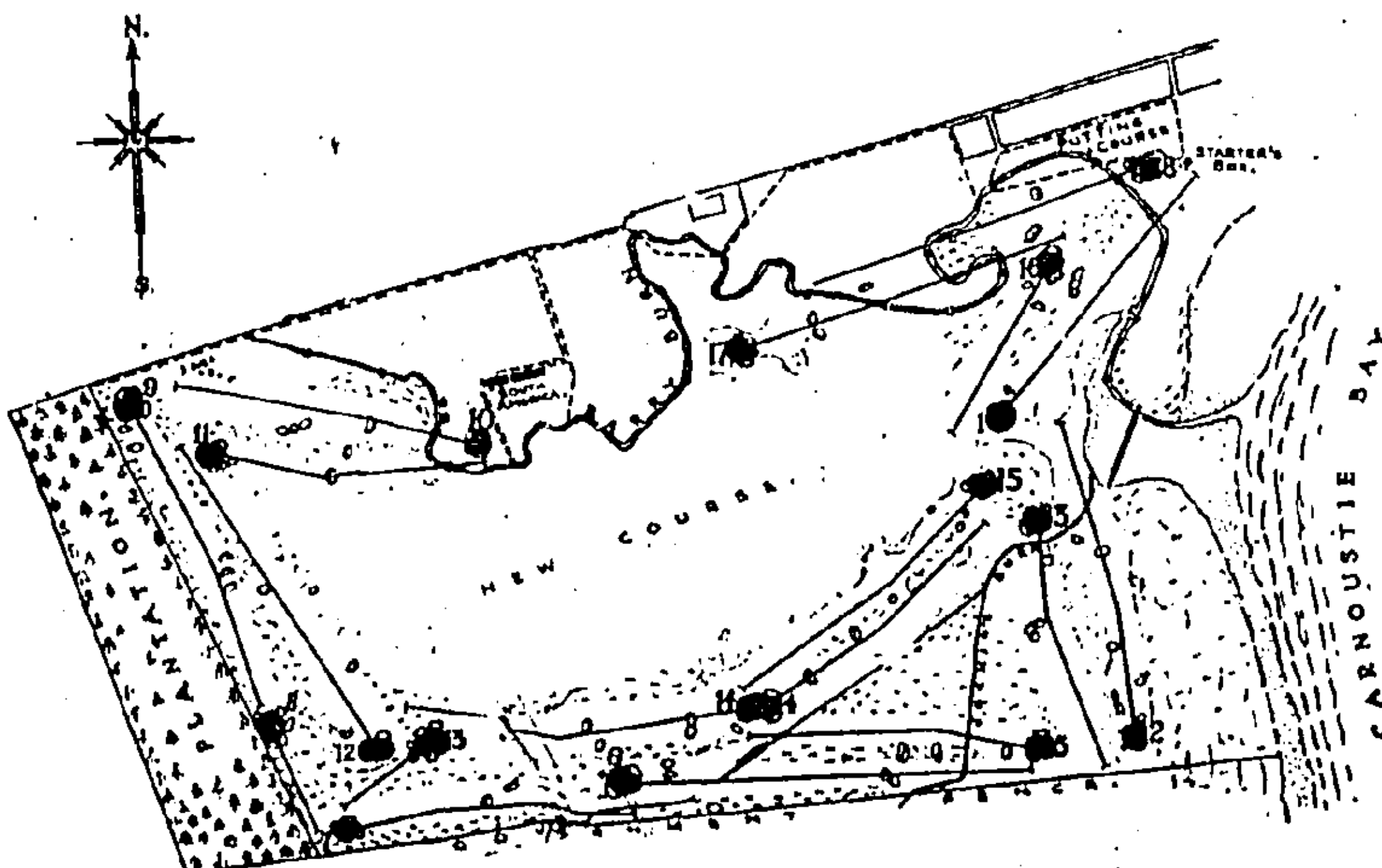
The heart is strong, and except that she is slightly undeveloped on one side of the body the girl is perfectly normal. Specialists at the Newcastle Infirmary are to examine her.

under consideration, or in contemplation."

The statement reveals that Sir Padamji Ginwalla, who joined Tata's on relinquishing the Presidency of the Tariff Board, inspected the works and has submitted a report which is confidential and is being discussed by the Board.

An assurance is given that the report is not of an alarming nature, but it suggests economies, also improvements in the plant and the conduct of the company's business.

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The Championship Course at Carnoustie.